

TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2006 – 2007 (OCTOBER 1, 2005 – SEPTEMBER 30, 2007)

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF ADMINISTRATION, STATEWIDE PLANNING PROGRAM
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ABOUT THE RHODE ISLAND STATEWIDE PLANNING PROGRAM....

The Rhode Island Statewide Planning Program is established by Chapter 42-11 of the *General Laws* as the central planning agency for state government. The work of the Program is guided by the State Planning Council, comprised of state, local, and public representatives and federal advisors. The Council also serves as the single statewide Metropolitan Planning Organization (MPO) for Rhode Island. The staff component of the Program resides within the Department of Administration.

The objectives of the Program are to plan for the physical, economic, and social development of the state; to coordinate the activities of government agencies and private individuals and groups within this framework of plans and programs; and to provide planning assistance to the Governor, the General Assembly, and the agencies of state government. The Program prepares and maintains the State Guide Plan as the principal means of accomplishing these objectives. The State Guide Plan is comprised of a series of functional elements that deal with physical development and environmental concerns, the economy, and human services.

Program activities are supported by state appropriations and federal grants. Funding for production of this transportation improvement program was provided principally by grants from the Federal Highway Administration and Federal Transit Administration. State of Rhode Island general appropriations to the Statewide Planning Program provided additional support. The contents of the document reflect the views of the Statewide Planning Program, which is responsible for the accuracy of the facts and data presented herein. The contents do not necessarily reflect the views and policies of the U.S. Department of Transportation. This publication is based upon publicly supported research and may not be copyrighted. It may be reprinted, in part or in full, with proper attribution of the source.

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PREFACE

This document is the nineteenth in a series of Transportation Improvement Programs (TIPs) for the State of Rhode Island, prepared by Statewide Planning for adoption by the State Planning Council. It covers the period October 1, 2005, to September 30, 2007, coinciding with federal fiscal years 2006 and 2007. This TIP was prepared through the efforts of the Council's Transportation Advisory Committee, whose members are listed on page iv, and staff from the Statewide Planning Program and its transportation partner agencies.

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The air quality conformity analyses performed for this TIP were conducted by the consulting firm of Vanasse, Hangen, Brustlin, Inc., under contract to the Statewide Planning Program. Production of the TIP was carried out under Task 2702, Transportation Improvement Program, in the FY 2005 Work Program of the Statewide Planning Program. Federal funding support was provided by the Federal Highway Administration and Federal Transit Administration.

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WHAT IS THE TIP?

At the most basic level, the Transportation Improvement Program (TIP) is simply a list of transportation projects that the State of Rhode Island intends to implement using federal highway and transit funds. Federal regulations require that states and metropolitan areas undertake an extensive public planning process resulting in an eligible project list, the TIP, as a prerequisite for receipt of federal highway and transit funds. No highway or transit project can utilize federal funds unless it appears in an approved TIP. The Rhode Island TIP serves as the Rhode Island and the Providence-Pawtucket Metropolitan Area eligible project list for receipt of federal highway and transit funds. As this TIP covers the entire state, it is also referred to by federal agencies as a Statewide Transportation Improvement Program, or STIP. The terms TIP and STIP are both used in this document, but they are one and the same.

Additionally, Rhode Island's TIP is the culmination of an extensive public outreach process to all communities, public interest groups and citizens throughout the state by the agencies involved in transportation planning and project implementation. Since Rhode Island is heavily dependent on federal transportation funding for improving and maintaining its transportation infrastructure, the TIP is vitally important to every citizen of the state. For state agencies charged with maintaining and operating the state's transportation facilities and equipment, RIDOT and RIPTA, the TIP is of utmost importance. Because of Rhode Island's dependence on federal funds, the TIP serves as a work program for those agencies in many respects establishing priorities for planning, design and project implementation.

In earlier years the TIP was considered merely a highway project list; this is no longer true. Although federal highway funds still comprise the largest source of funding in the TIP; Rhode Island has chosen to use the flexibility provided by federal laws to promote other transportation modes and enhance the environment.

While the TIP is financial in nature (e.g., it establishes program and project cost estimates) it does not, in itself, provide any funding for project implementation, and is not a *budget* document. The annual State Capital Budget allocates funds and establishes expenditure authority that state agencies need to implement the TIP's projects. Another distinction between the State Capital Budget and the TIP is the way funding is shown in each document. The TIP lists funding required at the time of project *authorization* by federal fiscal year (October 1- September 30). The full cost for a project or phase is shown in the year the project phase is programmed to start. The State Capital Budget shows the funding needed to *pay expenditures* for the projects on a state fiscal year basis (July 1 - June 30). This can vary significantly from the funding shown in the TIP, since most TIP projects are multi-year in nature.

NATIONAL TRANSPORTATION POLICY

National transportation policy has particular importance to the State of Rhode Island since federal funding amounts to about 80% of the funding available to implement TIP projects. The Transportation Equity Act for the 21st Century (TEA-21), the federal legislation under which the state receives funding for its highway and transit programs, envisions a transportation system that has broad purposes. National policy focuses on making strategic transportation investments to improve the efficiency of the transportation system, to foster a robust economy, to enhance the environment, and to provide equity. Another important national policy is to develop a transportation system that is environmentally sound and "will move people and goods in an energy efficient manner," reducing energy consumption and air pollution.

TEA-21 continues the major policies of the previous six-year act ("ISTEA"), which were to provide the foundation for the nation to compete in the global economy, to develop a system that is economically efficient, to promote economic development, and to contribute to increased productivity growth.

The current funding act expired at the end of fiscal year 2003 and has been extended eight times through fiscal years 2004 and 2005. A new 6-year funding act has yet to be reauthorized by Congress. Due to the uncertainty of funding available to Rhode Island in coming years, a conservative assumption of level funding has been made for the purpose of producing a two-year fiscally constrained TIP.

Other policies emphasized in federal legislation and regulations are to:

- create an interconnected transportation system, which includes all forms of transportation and provides for intermodal transfer;
- seek innovation and new technology;
- consider social benefits and "quality of life";
- involve the public in decision making; and
- develop a program that is realistic given the amount of funding expected to be available.

POLICIES AND THEMES OF RHODE ISLAND'S TIP

Guided by the state policies of “*fix it first*” and making strategic economic investments with transportation funds, Rhode Island has embraced these overarching policies of TEA-21. These larger purposes have been incorporated into the process which developed Rhode Island's new TIP and are evident in the result.

The State Planning Council's Transportation Advisory Committee (TAC) is charged with recommending a draft TIP. The TAC made a thorough evaluation of proposed projects, using six broad groups of scoring criteria established by the State Planning Council:

- mobility benefits,
- cost-effectiveness,
- economic development impact,
- environmental impact,
- support of local and state goals and plans, and
- safety, security, and technology.

The following themes can be seen in the resulting program:

Benefit/cost and “fix it first”:

A priority theme is to “*fix it first*”. Preventive maintenance is far more cost effective than reconstruction of facilities that have not been maintained. The TAC favored projects that promise maximum benefits for a modest cost. An example is the continuation of the Pavement Management Program. This program includes projects suggested by RIDOT and communities that should need relatively minor improvements along with resurfacing to qualify for federal funding assistance. Similarly, the Bridge Program received significant funding, reflecting recognition of the need to maintain existing infrastructure. It should be noted that neither category has sufficient funds to address all of the needs.

Economic development:

The TIP also emphasizes projects that support economic development; are important for the regional economy; and can contribute to creating jobs, including the tourism sector. The Quonset Access Road, the I-195 relocation in Providence, East Main Road in Middletown, are examples. Also, the bridge and Interstate reconstruction programs received large shares of funding, because of the need to maintain Rhode Island's infrastructure for economic development and movement of freight.

Urban redevelopment:

Another factor in the TAC's priority-setting was the potential to make improvements in older developed areas, particularly where there are ongoing redevelopment efforts and the projects will have economic benefits. Downtown Circulation, Phase II in Providence and Waterfront Drive in East Providence are examples. Additionally, a few "Main Street" projects appear in the TIP. These projects reduce congestion, link different modes, are cost-effective, preserve existing infrastructure, can be leveraged with other funding, encourage tourism, enhance historic districts, improve visual appeal, retain community and quality-of-life values, strengthen urban areas, and support local goals and plans. This potential was apparent in several Enhancement projects, including Westminster Street Revitalization in Providence and several projects along the Blackstone River in the old industrial centers of Woonsocket, Central Falls, and Pawtucket.

Intermodal system:

As in ISTEA, intermodal linkage is another highlight. Many TIP projects have intermodal features. Examples are the T.F. Green / Warwick Station Intermodal Facility and the East Providence Wye Track. Several of the Congestion Mitigation and Air Quality (CMAQ) projects also are intermodal in nature including the Islander Train Shuttle and RI Fast Ferry terminal and dock improvements.

The TIP as a whole is multi-modal. It has a highway program (encompassing bicycle and pedestrian projects), a transit program (including buses, commuter trains and ferry service) and (for informational purposes) an airport improvement program. Due to the high demand for sidewalk improvement projects, a special line item was created in the Bicycle Pedestrian Program to ensure funding for these projects.

Environmental benefits:

Environmental benefits are reflected mainly in the CMAQ, Enhancements, Transit, and Bicycle/Pedestrian Programs, which received much attention from the TAC and other committees. Projects were selected that have potential to improve the environment, including air quality, water quality, and scenic and historic values. The bicycle program concentrates on projects that can proceed to construction soon and that contribute to completion of the East Coast Greenway and statewide bikeway systems. Additionally, the stormdrain retrofit item in the Highway Program contributes to a healthier Narragansett Bay.

Cost reduction:

A constant concern was reducing costs by scaling back projects, wherever possible. Again, the Pavement Management program suggests projects to RIDOT that should need relatively minor improvements along with resurfacing to qualify for federal funding

assistance. Oftentimes in the past, a community has settled for a resurfacing when the TIP proposal was a request for a reconstruction, which reflects the high cost of a reconstruction as well as difficulty in implementation in some sensitive areas.

Financially realistic programming:

Cost-effectiveness was an objective in itself, but the Council and the TAC also took seriously the need to make the whole program financially realistic. Federal funding estimates were used as a control total, and efforts were made to fit in as many projects as possible. Difficult decisions had to be made, and a balance reached among categories such as Interstate, bridge, other highway, Enhancement, and the remaining types of projects. With this emphasis on preserving and managing existing infrastructure and reducing costs, the TIP contains few new construction projects. This TIP also reflects the recent use of a new financing tool called Grant Anticipation Revenue Vehicle (GARVEE). This tool allows states to issue bonds to be repaid by future federal funds. Five major projects are being implemented sooner than would be possible using traditional funding mechanisms: I-195 Relocation, Washington Bridge, Relocated Route 403 (Quonset Access Road), Sakonnet River Bridge, and Freight Rail Improvement Project. These projects are shown in the Major Projects with Multi-Year Funding Program. Debt service for bond repayment consumes a significant portion of TIP resources, but these projects were determined to be essential to the state's transportation infrastructure. An amendment to the prior TIP enabled the state to issue the bonds (at a very low interest rate).

Public involvement:

In developing Rhode Island's TIP, the participation of local officials and the public is the cornerstone of the process. Please see Part II.A: "Procedure for Preparing the TIP" for a description of public involvement activities.

PART ONE: BACKGROUND

A. THE TRANSPORTATION PLANNING PROCESS

The Transportation Improvement Program (TIP) is one part of the state's transportation planning process, as illustrated in Figure 1. The planning process begins with development of long-range plans. The State Planning Council adopts a long range surface transportation plan, a state airport system plan, and a freight rail plan as elements of the State Guide Plan.

Every two years, projects and actions are selected for inclusion in an implementation program, called the TIP. These projects, shown in phases, are those on which the state intends to work during the short term to implement long-term goals and objectives.

The transportation plan and the TIP make the state eligible for funding from the federal highway and transit programs. To receive such funding, a project must appear in the first two years, or the so-called "*Biennial Element*" of the TIP.

Figure 1

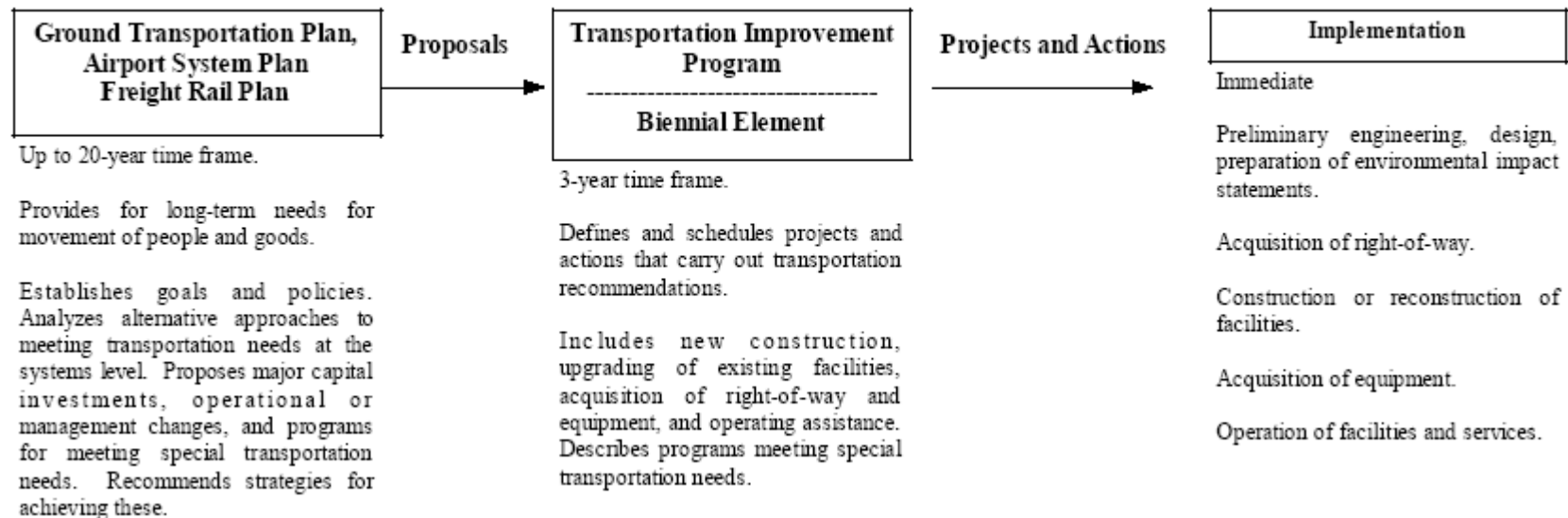
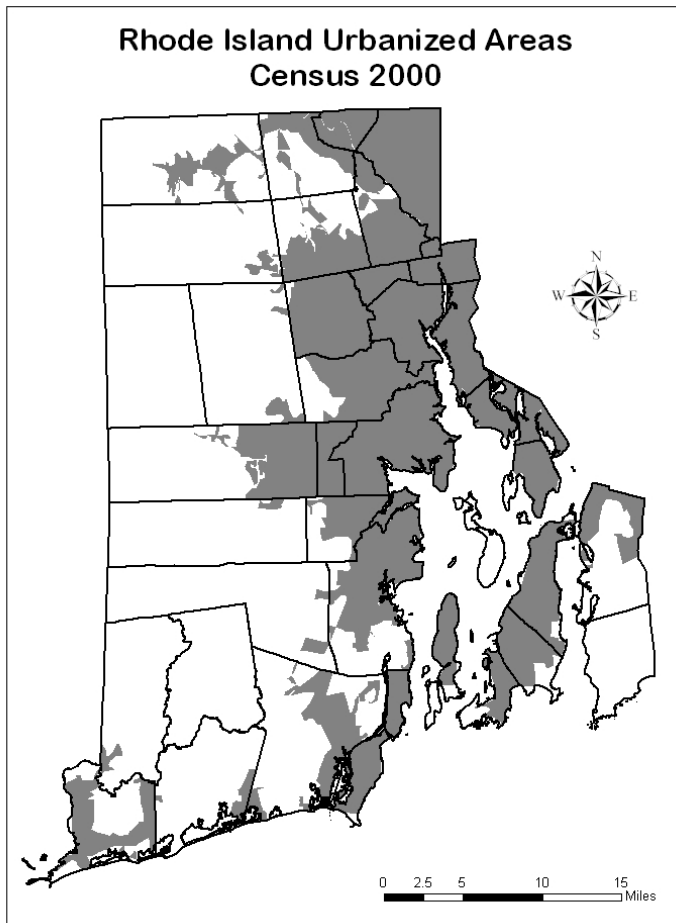


Figure 2.



B. ORGANIZATION FOR TRANSPORTATION PLANNING

Rhode Island, because of its size, is unique in its organizational structure for transportation planning. Planning activities are carried out on a statewide basis rather than at both state and regional / metropolitan levels, as is the case in most other states.

Federal regulations call for the Governor to designate a Metropolitan Planning Organization (MPO) as being responsible, along with the state transportation agency, for meeting requirements for highway and transit projects funded by the U.S. Department of Transportation. In Rhode Island, the MPO is the State Planning Council, whose staff is the Statewide Planning Program within the Department of Administration. The Council is established by state law and has seventeen members, from state executive agencies, local government, and the public.

Federal regulations state that a TIP must be prepared for the urbanized areas within a state. Rhode Island is covered by a main urbanized area that includes greater Providence, extending as far north as Woonsocket and Burrillville, as far south as North Kingstown, as far west as Coventry, and including nearly all of the East Bay down to Newport. Additionally, there are non-contiguous urban clusters in Narragansett/Wakefield, Charlestown, and Westerly (see Figure 2). The MPO, however, covers the entire state, not just the urbanized areas. The Rhode Island Department of Transportation (RIDOT) carries out most highway projects in the state, and the Rhode Island Public Transit Authority (RIPTA) operates a statewide public transit system. Therefore, a single Statewide TIP (also called a STIP), which satisfies all requirements for metropolitan and statewide planning under federal law, is adopted.

Further information and procedural guidelines are contained in State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures" (October 1994).

PART TWO: DESCRIPTION OF THE TIP

A. PROCEDURE FOR PREPARING THE TIP

The TIP is prepared according to State Planning Council Rule IX, "Transportation Planning and Public Involvement Procedures." A Transportation Advisory Committee (TAC), appointed by the Council, works with staff in developing a draft TIP. Membership of the TAC reflects a diversity of geographic areas of the state and of transportation interests, including users, operators, environmental groups, economic development organizations, state and local officials, and interested citizens.

Local officials play an important role in developing the TIP. In October 2004 letters were sent to cities, towns, and the Narragansett Indian Tribe inviting them to submit their project priorities (see Appendix A). Included with the letter were the following attachments:

1. Cover Sheet for Municipal Submissions
2. Project Proposal Form
3. Proposal Form for Resurfacing Projects
4. Submission Instructions
5. Project Submission Limits
6. TIP Process and Schedule
7. Pavement Management Program Status Report
8. Study and Development Status Report
9. Sidewalk Project Request Recommendations
10. Project Evaluation Criteria
11. Workshop Announcement
12. Public Hearing Announcement
13. Regional Map

Also in October, letters were sent to organizations and citizens groups around the state interested in transportation planning, inviting them to participate in the TIP process (also in Appendix A). All submission materials and instructions were available for downloading on Statewide Planning's website.

In the interest of assisting communities and the public to develop their project proposals, the Statewide Planning Program, working with its partner agencies, RIDOT and RIPTA, held four workshops for local officials and the public in November and December of 2004 to explain the TIP process and to provide access to state transportation management information and staff professionals (see Appendix B). These were held jointly with RIDOT's Transportation Enhancement workshops. Communities were informed that,

generally, if a project was in the current (FY 2003-2005) TIP and was not yet initiated/completed, it would be included in this year's TIP with the scheduling updated to reflect the new TIP timeframe.

Local governments are required to involve the public in the preparation of their recommendations. At a minimum, they must hold a local public hearing, after public notice in accordance with local procedures. The public received notice of the opportunity to submit proposals via newspaper advertisement on October 27, 2004.

The TAC held four public hearings around the state in January and February 2005 to receive proposals, with notice published on December 29, 2004. Statewide Planning received 137 proposals submitted by 31 of the 39 cities and towns, 3 state agencies, 2 regional agencies, 1 citizen, and 3 private transportation providers.

Highway project proposals were reviewed by the TAC in four **regional subcommittees**¹ during March and April 2005 using criteria adopted by the State Planning Council. The scoring system awarded up to 20 points in each of six major categories:

- mobility benefits,
- cost-effectiveness,
- economic development impact,
- environmental impact,
- support of local and state goals and plans, and
- safety, security, and technology.²

Certain types of projects were reviewed by special subcommittees:

- The TAC formed a **Bicycle / Pedestrian Subcommittee** to review these projects.
- A new **Rail Subcommittee**, comprised of TAC members, was convened to review freight and commuter rail proposals.

Additionally, there are two subcommittees that exist outside of the TAC process to review projects for specific programs (each program has its own evaluation criteria).

- The **Transportation / Air Quality Subcommittee**, assisted by RIDOT and Statewide Planning staff, reviewed proposals for the Congestion Mitigation and Air Quality (CMAQ) Program.

¹ Northwest Region, Metro Region, East Bay, and South County

² TIP proposal evaluation criteria were amended by the State Planning Council in 2004 as recommended in Transportation 2025 to include safety, security, and technology.

- Enhancements include projects such as pedestrian and bicycle facilities, acquisition of scenic easements or historic sites, and preservation of railroad corridors. RIDOT solicited proposals in 2004 and received 112 applications. The **Transportation Enhancements Advisory Committee** (TEAC) evaluated the proposals and recommended an Enhancements Program for consideration by the Director of RIDOT and the State Planning Council.

Recommendations were made by the subcommittees to the entire TAC and reviewed by the TAC in April and May 2005. Subcommittee reports are on file at the Statewide Planning Program office. Then the TAC, using information on anticipated funding and scheduling, assembled its recommendations on all of the above programs into a financially constrained TIP list. At its May 26, 2005 meeting, the TAC voted to approve the Draft TIP for FY 2006-2007 for submission to the State Planning Council and for public review. The draft was also made available for review by the cities and towns (see transmittal letter, Appendix D). The draft TIP project list was reviewed by the State Planning Council and its Technical Committee beginning in June 2005.

The State Planning Council held two public hearings (daytime and evening) on the draft TIP on June 30, 2005 (advertised in the Providence Journal on May 31, 2005). A summary of the comments that were presented at the hearing or received in the mail, along with Statewide Planning responses, also appears in Appendix D.

RIPTA, the Federal Transit Administration (FTA) Section 5307 (c) applicant, has consulted with the State Planning Council and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine (i.e., Section 5307 applications that require an environmental assessment or environmental impact statement), the public involvement provided for TIP review is not sufficient. Additional public involvement, as presented in the FHWA/FTA environmental regulations, 23 C.F.R. Part 771, will be required by FTA for grant approval.

B. FORMAT OF THE TIP

The TIP presents a six-year program of funding for transportation projects. For all programs, the first two years, federal fiscal years 2006 and 2007, comprise the Biennial Element, in which projects must appear to receive individual funding authorization. Also shown, for planning information purposes, are the years FY 2008 through 2011.

The TIP includes all types of transportation related projects. The funding allocation programs in the current TIP include the following categories:

Administrative Program
Bicycle/Pedestrian Program

Bridge Improvement Program
Congestion Mitigation/Air Quality (CMAQ) Program
Enhancement Program
Highway Program
Interstate Program
Major Projects with Multi Year Funding
Pavement Management Program
Planning Program
Study and Development Program
Traffic/Safety Program
Transit Program

Airport and Indian Reservation Road projects are governed by separate federal requirements. They are not required to be in the TIP but are included for planning and informational purposes.

For most projects, a description, location, and estimated cost are given³. Also shown, for most projects, are the phases for which federal funding authorization is anticipated. The phases are as follows:

A = administration
C = construction
D = design and engineering
E = preliminary evaluation (no commitment for implementation)
O = operation
P = planning
R = right-of-way and property acquisition
S = study and development

³ In Pavement Management and Traffic and Safety Programs, only total program amounts are used.

C. PROJECT IMPLEMENTATION AND FUNDING

Projects and Programs included in the TIP are implemented by the responsible state agencies, primarily RIDOT and RIPTA, based on project mode. In general, bus and ferry projects are implemented by RIPTA while highway, bicycle/pedestrian and rail projects are implemented by RIDOT. These agencies must include the funding for the TIP projects within their annual budgets. Generally, federal funds for both Transit (fixed guideway) and Highway projects flow through RIDOT which acts as the recipient for these federal funds. RIPTA is the newly designated recipient for the remaining transit funds.

The federal funding available to Rhode Island for transit and highway projects is established by the Congress in TEA21, subject to the annual appropriations process. This program was in effect through fiscal year 2003 and was extended by Congress through July of 2005. We anticipate that fiscal year 2006 and beyond will be covered under a newly reauthorized bill, but funds that may be available to Rhode Island are unknown at this time. Generally, level funding from FY 2003 has been assumed, except increased funding is assumed in the highway program.

These federal funds must be matched in varying amounts with state funds, generally in a ratio of 80% federal and 20% state. For the highway program, Rhode Island has traditionally used General Obligation bonds for the State project contribution. Bond revenues are placed in a special fund called the Highway Fund from which project payments are made and which is replenished with reimbursements from the federal government for a percentage of eligible expenditures.

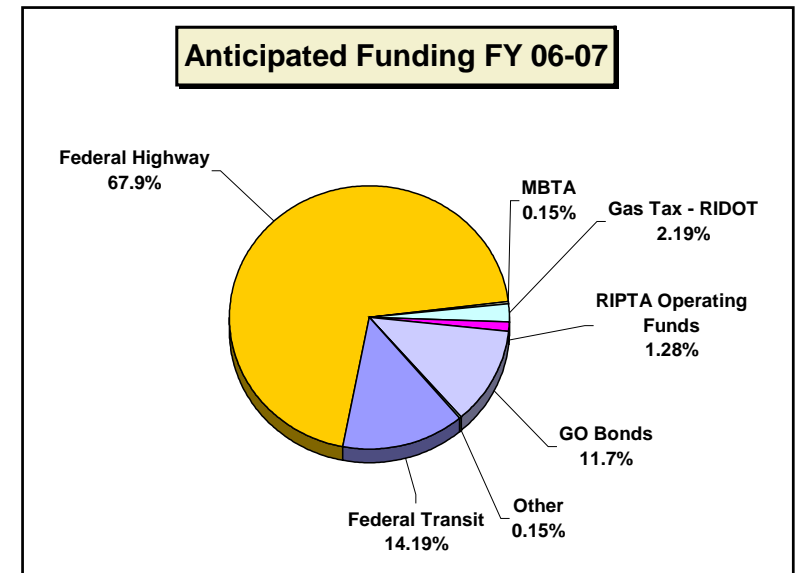
Unfortunately, the “build now – pay later” approach of reliance on bonds to provide the state highway program match has resulted in a heavy burden for the state: debt service payments of over \$40 million per year. In order to reduce the growth in debt service and to limit the state's bonded indebtedness, the Capital Budget limits highway bond issuance to \$30 million per year. Additional funds are needed to provide the state match to federal highway projects. A portion of the state gasoline excise “gas” tax funding and other funds will be utilized to provide the needed state match.

Transit funds utilize a variety of funds for match. Table 1 and Figure 3 show the funding that is expected to be available for implementation of TIP projects.

Table 1.

TIP Funding Resources			
<i>(millions of dollars)</i>			
Source	Highway	Transit	Total
Federal Transit		\$75.29	\$75.29
Federal Highway	\$369.60	\$2.40	\$372.00
MBTA		\$0.77	\$0.77
Other/Gas Tax - RIDOT	\$5.39	\$6.25	\$11.64
RIPTA Operating Funds		\$6.79	\$6.79
Paratransit Revolving Fund		\$0.69	\$0.69
RI Capital Fund		\$0.11	\$0.11
General Obligation Bonds	\$60.00	\$3.41	\$63.41
Other			\$0.00
Total	\$434.99	\$95.71	\$530.70

Figure 3.



D. STATUS OF THE TIP

The State Planning Council is scheduled to approve this TIP on August 11, 2005.

PART THREE: ANALYSIS OF THE TIP

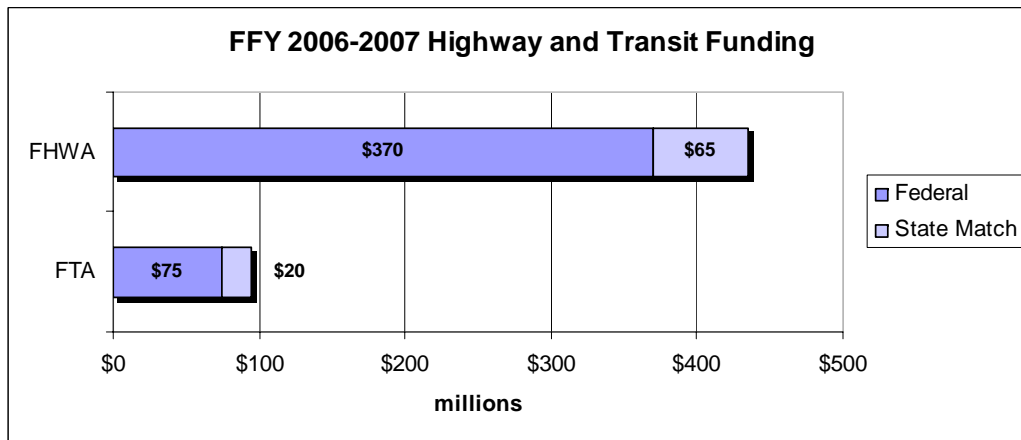
A. SUMMARY BY TRANSPORTATION MODE AND PROJECT PURPOSE

Transportation in Rhode Island is supported by federal funding assistance from four U.S. Department of Transportation (USDOT) modal agencies:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Federal Railroad Administration (FRA)
Federal Aviation Administration (FAA)

While the FRA and FAA make significant contributions to the State's transportation system, the purpose of the TIP is to program only those funds distributed by FTA and FHWA. Figure 4 shows the expected federal funding from FHWA and FTA with the state match during the biennial years of the TIP.

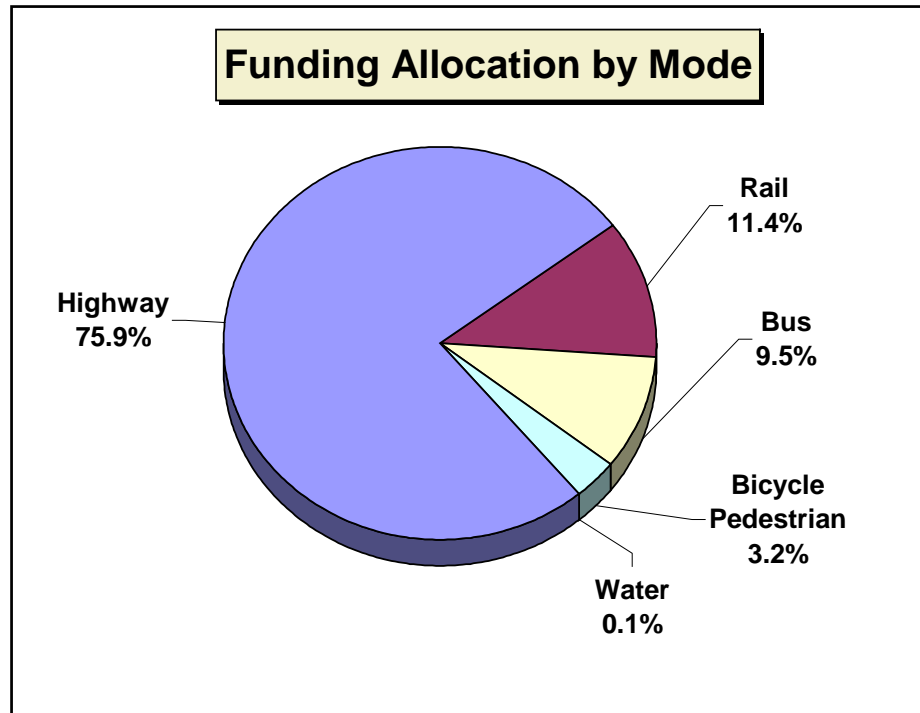
Figure 4



While FHWA primarily funds highway projects and FTA transit projects, federal legislation provides considerable flexibility in the use of federal funds leaving it up to the States to choose how to use these funds. Rhode Island has chosen a

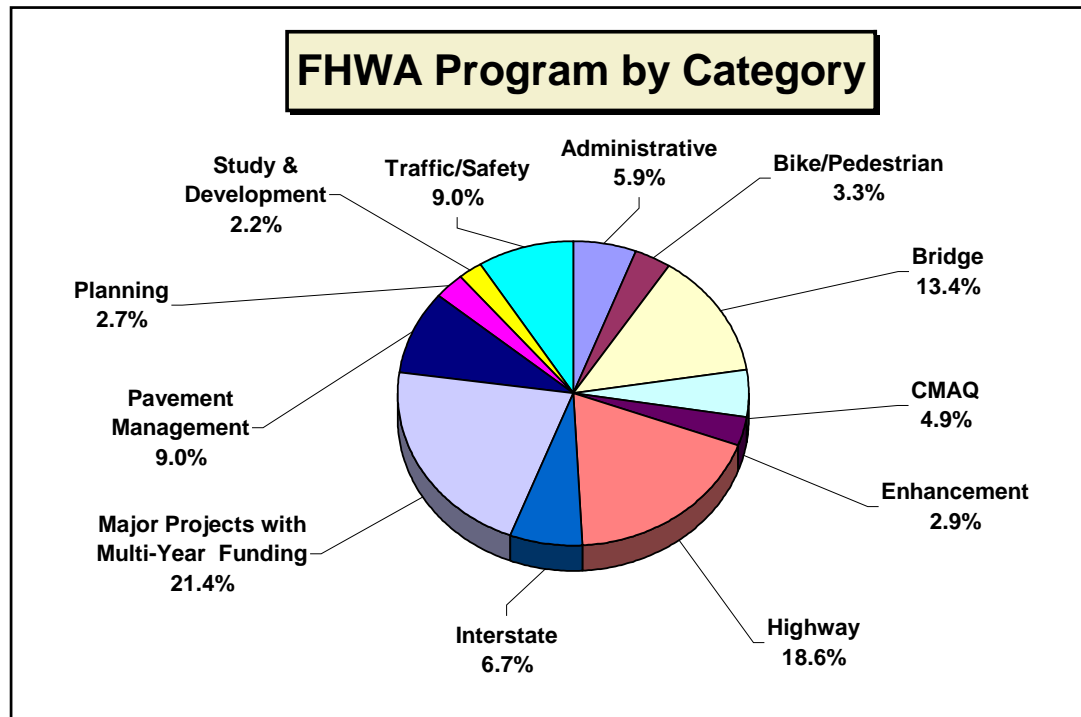
balanced approach in funding transportation projects providing funds to all modes. Figure 5 shows the funding allocation for the TIP's Biennial Element (FFY 2006-2007) by transportation mode. Rhode Island's transportation program earmarks over 24% of its capital funding to alternate modes of transportation, primarily rail and bus. This funding allocation shows an emphasis on encouraging alternatives to the automobile for transportation.

Figure 5



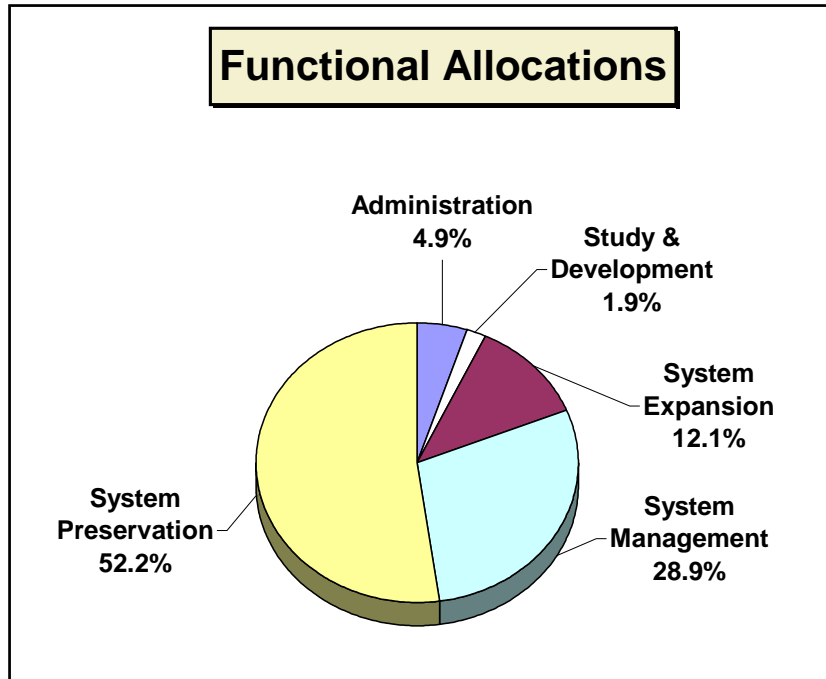
Despite encouragement of alternative modes, highway travel remains the primary mode of travel in Rhode Island and elsewhere, and highway projects continue to play a major role in the STIP. Figure 6 breaks down the highway program by project type. The chart shows that the Major Projects Program is allocated the largest percent of the funding with 21.4%. Included in this category are major highway, bridge, Interstate, and freight rail projects. Other programs receiving major funding allocations are: Highway Program (18.6%), which includes road reconstruction work and bridge demolition; Bridge Program (13.4%), Traffic Management/Safety (9%), and Pavement Management (9%).

Figure 6



While it is valuable to examine the STIP program by mode, all transportation modes really have the same purpose of moving people and things effectively and efficiently. By grouping all highway and transit projects together a complete picture of Rhode Island's recent emphasis in transportation investments can be seen. For this purpose, projects are divided into categories based on their function or purpose. A description of each category and the percentage of the FTA and FHWA program funding allocated to the category is presented below: Figure 7 illustrates this funding allocation.

Figure 7



Administration (4.9%) - includes general expenditures which cannot be readily attributed to a specific functional category. Project modifications are the largest item this category.

Study & Development (1.9%)- This program defines transportation needs and develops transportation solutions to meet those needs. Funding is used to plan and study appropriate transportation alternatives. Project planning, project engineering (typically to 30% design) and project related studies are included in this category. Final design is included within the funding program (e.g. highway or bicycle). This STIP now groups all Study and Development projects together, including those from Bicycle/Pedestrian, Bridge, and Interstate.

System Preservation (52.2%) - Projects in this category are designed to preserve Rhode Island's existing infrastructure, or simply put, to keep what we already own in a good state of repair. Work on the existing Interstate segments and bridges, highway reconstruction projects and pavement management projects are all included in this category.

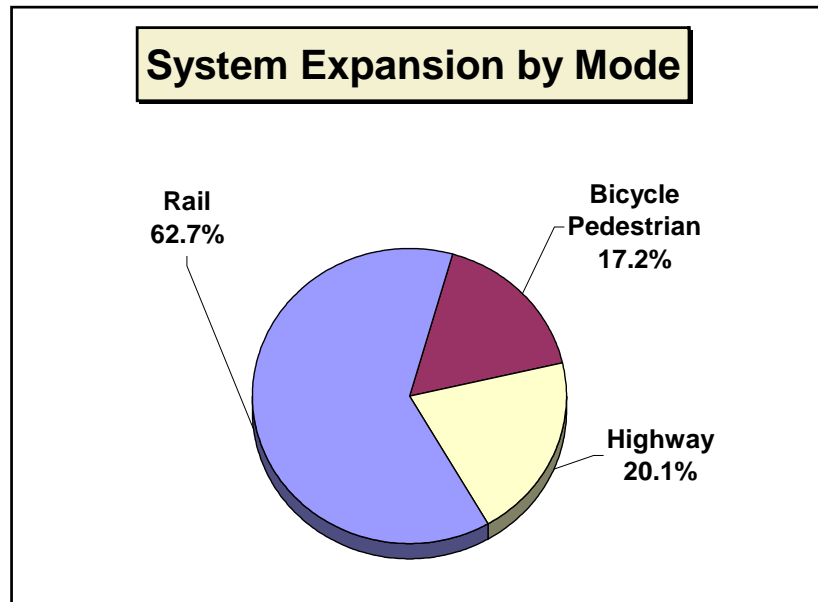
System Management (28.9%) - Changes to improve the existing system to restore or increase original capacity is the purpose of these projects and programs. Included in this category are transportation enhancements, air quality improvement projects, traffic management projects and projects that encourage the use of transit.

System Expansion (12.1%) - These projects represent strategic investments that add capacity to the system by addition of new facilities (e.g, construction of a new bike path), or enlargement of existing facilities (e.g., addition of lanes to a highway). Included in this category are the Quonset Access Road, the bicycle path construction program as well as the rail expansion projects (Warwick Train Station).

Figure 7 above illustrates that the primary emphasis of the state's transportation investments is on *preserving* and *managing* the existing transportation system, not on expanding the system's facilities. The program focuses primarily on maintaining Rhode Island's existing transportation infrastructure, while continuing to make limited strategic investments in new development.

The nature of the limited investments in system expansion is shown by mode in Figure 8. In terms of dollars, the majority (some 63%) of the TIP's system expansion investments are programmed for rail expansion projects, including the Wickford Junction Train Station. Traditional highway projects account for 20% of system expansion investments programmed, and bicycle system projects represent some 17%. It should be noted that the funding for the rail projects is expected to come from Congressionally earmarked funds which will not reduce the funding available for other transportation projects as well as FTA formula funding for fixed guideway. Rhode Island's TIP clearly reflects the "fix-it-first" philosophy, and the belief that new highways are *not* the solution to improving the transportation system.

Figure 8



B. FINANCIAL ANALYSIS

Funding Requirements for the Biennial Element

Federal regulations mandate that the TIP be financially constrained. From a state perspective it is appropriate to designate only program funds that are likely to be available, so that public expectations are not raised to a level that can not be met. Separate fiscal constraint analyses were developed for both the highway program and the transit program, and have been included in this section of the TIP.

Highway Program

The availability of federal highway funds (not including discretionary projects) was estimated as follows.

Federal Fiscal Year	Federal	Total
2006	\$185 million	\$223 million
2007	\$185 million	\$223 million
2008	\$185 million	\$223 million
2009	\$185 million	\$223 million
2010	\$185 million	\$223 million
2011	\$185 million	\$223 million

This table represents the federal contractual authority expected to be available to the State to use Federal Highway apportionments. Using these estimates, a biennial element total of \$446 million of highway funds is expected to be available for FFY 2006 and 2007. The TAC used this funding as a guideline in establishing the overall TIP program level for non-discretionary highway projects.

Federal Highway Administration funds are allocated to the state in numerous categories. The major funding categories are described below:

1. National Highway System (NHS)

The NHS consists of major roads in the United States, including Interstate highways, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.

Interstate: The Interstate system, which is a component of the NHS, is funded at a 90 percent federal share. Although part of the NHS, the Interstate System retains its separate identity and funding. The purpose of these highways is to connect the principal metropolitan areas, cities, and industrial centers by routes as direct as possible and to serve the national defense. Activities eligible for funding include design, right-of-way acquisition, and construction of Interstate highways.

Interstate Maintenance: This program funds projects to rehabilitate, restore, and resurface the Interstate system. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. The purpose of this funding is to maintain the existing Interstate system at acceptable levels of performance.

2. Surface Transportation Program (STP)

The STP is a block grant type program that may be used by the states for any roads (including NHS) that are functionally classified above "local" for urban areas or above "rural minor collector". Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be used for any public road. Transit capital projects are also eligible under this program. States must set aside 10 percent of STP funds for safety construction projects and 10 percent for transportation enhancements.

3. Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program directs funds toward transportation projects in areas that have been classified under the Clean Air Act as being in non-attainment of the ozone and carbon monoxide standards. Implementation of these projects is intended to contribute to attainment of air quality standards.

Rhode Island remains a "moderate " non-attainment area for ozone. The state has established procedures that will assign a high priority to projects with air quality benefits. The State Planning Council's Technical Committee has established an Air Quality Transportation Subcommittee that has been charged with recommending CMAQ projects for inclusion in the TIP.

4. Bridge Program

The purpose of this program is to replace or rehabilitate important highway bridges on any system, based on bridge sufficiency ratings. Other eligible activities include bridge preventive maintenance, bridge inspection, and seismic retrofitting.

5. Highway Safety Redistribution Funds

Because Rhode Island has recently enacted legislation that criminalizes drunk driving offenses with 0.08 blood alcohol concentration, the State is no longer in danger of lapsing FHWA funds.

6. Minimum Guarantee

This is a very flexible category that can be used for virtually any project eligible under any other federal funding category. These funds are administered like STP funds.

7. Recreational Trails

This funding, begun under ISTEA and continued under TEA-21, is specifically earmarked for the creation, rehabilitation and maintenance of multi-use recreational trails. In Rhode Island, the R.I. Trails Advisory Committee advises on the distribution of these funds and assists the Departments of Environmental Management and Transportation in overseeing the implementation of projects.

8. Planning

Federal Highway Administration funding is specifically set aside for each state to conduct the metropolitan and statewide planning activities needed to support development of the long range transportation plan and transportation improvement programs, and to conduct state transportation planning and research activities. Funding is also available from the Federal Transit Administration for metropolitan and transit planning.

9. ISTEA Demo & High Priority

These are funds earmarked in federal legislation for specific Rhode Island projects.

In order to assure that the TIP program is fiscally constrained, it is necessary to show that the TIP projects can be implemented with categorical funding likely to be available to the State. Table 2 shows the results of this fiscal constraint analysis and the expected Federal Highway apportionments by funding category. The last column in the table shows the likely TIP program allocations for each funding category. The analysis indicates that there is sufficient funding in each category to implement the Highway TIP program.

Table 2.
Fiscal Constraint Analysis
Federal Highway Administration
(amounts shown in millions of dollars)

Federal Funding Category	Unobligated	Apportionment*	Total Federal Funds Available	Match Required	Total Available	Program FY 2006-2007
	Balance 7/18/2005					
Interstate Maintenance	\$8.5	\$22.4	\$30.8	\$3.4	\$34.3	\$32.0
NHS	\$14.6	\$87.8	\$102.4	\$25.6	\$128.0	\$67.0
STP	\$12.9	\$90.9	\$103.8	\$25.9	\$129.7	\$108.1
Bridge Rehab and Replacement	\$78.2	\$90.8	\$169.0	\$42.3	\$211.3	\$153.6
CMAQ	\$14.2	\$20.4	\$34.6	\$8.7	\$43.3	\$22.0
Recreational Trails	\$1.3	\$1.2	\$2.5	\$0.6	\$3.1	\$1.2
Metro Planning	\$4.0	\$2.3	\$6.3	\$1.6	\$7.9	\$2.0
Highway Safety Redistribution	\$0.0	\$4.9	\$4.9	\$1.2	\$6.1	\$5.0
Minimum Guarantee	\$0.8	\$29.8	\$30.6	\$7.6	\$38.2	\$34.0
SPR	\$2.6	\$7.0	\$9.6	\$2.4	\$12.0	\$8.0
Other Discretionary	\$14.4	\$30.7	\$45.1	\$11.3	\$56.3	\$14.0
Total	\$151.5	\$388.0	\$539.5	\$130.6	\$670.1	\$446.9

*Based on FFY 2004 Apportionments

It is difficult to advance all projects to construction on schedule. Design and permitting can be more complicated, or community coordination could take longer than anticipated. To account for these problems, RIDOT needs some flexibility to advance another project when one is delayed. To provide this flexibility, the TIP is adopted as a biennial element (for two years). RIDOT will be able to advance any FFY 2003 or 2004 project.

“Project Modifications”, shown in the Administrative Program provides funding for modifications to federal project agreements due to increases in construction project costs while the project is being implemented. RIDOT's goal is to limit such changes to 10 percent or less of project estimates.

The TAC made strenuous efforts to produce a financially reasonable program. As previously discussed, a limited amount of funding is anticipated to be available for this TIP. Nearly all of the projects requested by cities and towns, RIDOT, RIPTA, and others addressed needs and would have been appropriate to include, if funding were unlimited. However, the requested projects exceeded the available funding. Difficult decisions were required by the TAC to develop this balanced and realistic program.

Financial Capacity for Transit Grants

The Federal Transit Administration (FTA) requires that grantees have the financial capacity to carry out proposed transit projects. Financial capacity refers to (1) financial condition of the transit operating agency, and (2) financial capability in terms of reliable revenue sources.

The Biennial Element (the first two years of the program) includes RIPTA capital assistance in both years. Buses are scheduled for replacement in each year through 2011. Capital improvements are also programmed. These RIPTA projects all relate to a goal of expanding and maintaining service quality of public transit. Financial capacity has to be viewed within that context.

RIPTA's operating budget is financed by three main sources: fare revenue, state funding dedicated from gasoline tax revenue, and federal capital funding for operating expenses (preventive maintenance). Since 1980, RIPTA farebox revenue has declined as a percentage of total revenue, but the absolute amount has increased. General fare increases were instituted in 1981, 1983, 1988, 1989, 1991, 1996, 1999, and 2005.

The state funding for RIPTA operations comes from dedicated state gasoline tax proceeds. The State and RIPTA determined this funding source, after extensive analysis of alternatives, to be the most appropriate. It is a relatively reliable funding source, since gasoline consumption does not fluctuate more than a few percentage points each year. RIPTA's dedicated share is presently seven and one-quarter cents of the total thirty-cent tax. (One cent generates approximately \$4.7 million). An additional one cent is dedicated to provide service for elderly and disabled individuals.

There are no sources of dedicated tax revenue for non-RIPTA transit activities.

RIPTA's capital needs have been provided by state transportation bond issues that are matched with 80 percent federal capital assistance. Past transportation bond referenda in Rhode Island have been successful, showing the public's willingness to pay for highway and transit improvements. The next referendum for transit is scheduled for November 2006. The State Capital Budget, however, does not provide adequate funding to meet the transit needs identified in the TIP. New gas-tax financing for transit operations and capital requirements, or a combination of gas tax, general obligation bonds and capital fund dollars will be needed. Non-RIPTA capital projects (e.g., passenger rail, marine transportation, and other new transportation systems and services) will require new state sources to match FTA and FHWA capital funding. Table 3 provides a fiscal constraint analysis for FTA funding.

Table 3. Financial Constraint FTA Projects: 2006-2008

In millions of dollars

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Year	Category (1)	Description	Carry over	FTA Appropriation (2)	GATRA/ SRTA Allocation	RI Federal Funds Available	State Match	Total Funds Available	STIP Program Budget	Balance	Federal Portion of Balance
2006	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.30	\$19.29	-\$4.16	\$15.43	\$3.86	\$19.29	\$19.29	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$0.30	\$2.20	-\$0.60	\$1.90	\$0.47	\$2.37	\$2.37	\$0.00	\$0.00
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$8.90	\$5.95	\$0.00	\$14.85	\$3.71	\$18.57	\$18.57	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.34	\$0.74	\$0.74	\$0.00	\$0.00
	FTA-5313	State Plan and research	\$0.02	\$0.06	\$0.00	\$0.08	\$0.02	\$0.11	\$0.11	\$0.00	\$0.00
	FTA-5314	National Plan and Research	\$0.23	\$0.00	\$0.00	\$0.23	\$0.06	\$0.29	\$0.29	\$0.00	\$0.00
	FTA 2006 Totals:		\$9.75	\$33.38	-\$4.76	\$38.38	\$10.59	\$48.96	\$48.96	\$0.00	\$0.00
2007	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.00	\$19.36	-\$4.16	\$15.20	\$3.80	\$19.00	\$19.00	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$0.00	\$2.20	-\$0.60	\$1.60	\$0.40	\$2.00	\$0.40	\$1.60	\$1.28
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$0.00	\$5.95	\$0.00	\$5.95	\$1.49	\$7.44	\$7.44	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.33	\$0.73	\$0.74	-\$0.01	-\$0.01
	FTA-5313	State Plan and research	\$0.00	\$0.06	\$0.00	\$0.06	\$0.02	\$0.08	\$0.08	\$0.00	\$0.00
	FTA-5314	National Plan and Research	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA 2007 Totals:		\$0.00	\$33.45	-\$4.76	\$28.69	\$8.15	\$36.85	\$35.26	\$1.59	\$1.28
2008	FTA-3037	Jobs Access/Reverse Commute	\$0.00	\$1.00	\$0.00	\$1.00	\$1.00	\$2.00	\$2.00	\$0.00	\$0.00
	FTA-5208	ITS Integration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5303	Metro. Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA-5307	Urbanized area									
		Providence-RI-MA (3)	\$0.00	\$19.36	-\$4.16	\$15.20	\$3.80	\$19.00	\$19.00	\$0.00	\$0.00
	FTA-5309 (F)	Rail modernization	\$1.28	\$2.20	-\$0.60	\$2.88	\$0.72	\$3.60	\$0.00	\$3.60	\$2.88
	FTA-5309 (D)	Rail/Bus Capital									
		Bus and Bus facilities	\$0.00	\$4.00	\$0.00	\$4.00	\$1.00	\$5.00	\$5.00	\$0.00	\$0.00
		RI Integrated Transit (New Start)	\$0.00	\$4.20	\$0.00	\$4.20	\$1.05	\$5.25	\$5.25	\$0.00	\$0.00
	FTA-5310	Elderly and Disabled	\$0.00	\$0.48	\$0.00	\$0.48	\$0.12	\$0.60	\$0.60	\$0.00	\$0.00
	FTA-5311	Non-urbanized Area	\$0.00	\$0.40	\$0.00	\$0.40	\$0.33	\$0.73	\$0.74	-\$0.01	-\$0.01
	FTA-5313	State Plan and research	\$0.00	\$0.07	\$0.00	\$0.07	\$0.02	\$0.08	\$0.08	\$0.00	\$0.00
	FTA-5314	National Plan and Research	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	FTA 2008 Totals:		\$1.28	\$31.71	-\$4.76	\$28.23	\$8.04	\$36.26	\$32.67	\$3.59	\$2.88

(1) A category followed by (D) represents discretionary funding; followed by a (F) represents formula funding.

(2) Anticipated FTA Funding.

(3) Match ratios: FTA-3037 and FTA-5311 are 50/50 match. All others are 80/20 match

Freight Rail Improvement Program

The State is implementing the Freight Rail Improvement Program (FRIP) with Federal Railroad Administration (FRA) and other funding to achieve the following goals:

- Increase operating times available for freight operation, which are being greatly reduced by Amtrak's electrification project;
- Increase freight efficiency and effectiveness;
- Provide tri-level clearance between Boston Switch and Davisville;
- Provide for increased passenger safety on the Amtrak main line; and
- Provide for future commuter rail, off of main line, between Warwick and Providence.

Funding for this project came primarily from the Federal Railroad Administration, RI Economic Development Corporation bonds, and bridge work included in prior year TIPs, although it is shown in this TIP under Major Projects category utilizing GARVEE funding. As the project approaches the final stages and the final project budget is determined, additional FHWA funding that may be required for the project may come from the Bridge Program. The FRIP was made eligible for FHWA funds in the National Highway Systems bill. The project is expected to be completed in late 2006.

Airport Improvement Program

Rhode Island receives Federal Aviation Administration (FAA) funding through three sources: entitlements, general discretionary funds, and special discretionary (noise abatement) funds. Entitlement funds are awarded on the basis of percentage of national aviation activity. General discretionary funds are awarded competitively. They are used for North Central and Quonset State Airports, which are designated reliever airports and cannot receive entitlement funds. Special discretionary funds are used for noise abatement projects. Since Rhode Island has an FAA-approved Part 150 Noise Study/Plan for T.F. Green State Airport, the state is eligible for such funds. These are also awarded on a competitive basis.

The continued growth of passengers utilizing T.F. Green State Airport and more stringent security measures require continuing investments. In addition, the Corporation's investment plan addresses the needs of the other three outlying airports (Newport, Westerly, and Block Island). The Rhode Island Airport Corporation is currently in the process of completing the Master Plan for T.F. Green Airport, in a tandem effort with the Environmental Impact Statement for the lengthening of the main runway, as well as updating the Airport System Plan.

C. ENVIRONMENTAL JUSTICE

State and local governments have been encouraged to propose projects for the TIP that would benefit minority neighborhoods. The TAC's criteria for evaluating proposals included "support of state-designated enterprise zones," "benefit to economically disadvantaged populations," and "consistency with environmental justice for minority and low-income populations." Communities containing Enterprise Zones were permitted to submit one additional proposal, beyond the maximum allowed based on population, if that project is in the Zone. The TAC used a guidance document and project data sheets to determine how well proposals met these criteria. The evaluation became part of the project scoring and ranking.

To a large extent, the benefits of a transportation project to minority neighborhoods depend on how it is designed and constructed; for example, whether it enhances the area physically or provides employment and contracting opportunities for local residents. The TAC recognized the potential for these benefits, but design is largely controlled by RIDOT or other operating agencies once a project is started. Local governments also have an important role in identifying, guiding, and implementing projects that benefit their minority neighborhoods.

A quantitative analysis was made of projects that are programmed for minority areas in the Biennial Element (except bridges, study and development and statewide projects such as highway striping). "Minority" was defined as including four ethnic groups: Black, Hispanic, Asian, American Indian and, in compliance with the Environmental Justice Order, Low Income areas (tracts where the average household income is below poverty level). Minority neighborhoods were assumed to exist in any census tract where the minority population as a percentage of total population in the 2000 Census was greater than the average percentage minority population for the state. This is the measure specified by FTA for documentation under Title VI of the Civil Rights Act.

One-hundred and one TIP projects were mapped. All of the minority population groups were located with respect to project alignments. The methodology used in this analysis assumes that the transportation projects provide benefits to the adjoining neighborhoods, rather than burdens. In general, with the types of projects selected for the analysis (Pavement Management, Bicycle Pedestrian, Enhancements, and Highway) we feel that this is indeed the case. The results of this analysis are presented in Table 4.

Table 4.
ENVIRONMENTAL JUSTICE ANALYSIS OF FY 2006-2007 TIP

	% OF TOTAL POP	# OF TRACTS > AVG	HIGHWAY PROGRAM (1)				PAVEMENT (2)		BIKE/PED PROGRAM (3)				ENHANCEMENT PROGRAM (4)			
			# OF PROJ	% BY CAT	PROJ COST	% BY CAT	# OF PROJ	% BY CAT	# OF PROJ	% BY CAT	PROJ COST	% BY CAT	# OF PROJ	% BY CAT	PROJ COST	% BY CAT
ASIAN	2.3%	68	5	29.4%	\$105.6	29.5%	11	32.4%	2	18.2%	\$5.3	33.4%	18	46.2%	\$5.5	42.0%
AMERICAN INDIAN	0.5%	78	6	35.3%	\$111.4	31.1%	10	29.4%	4	36.4%	\$6.3	39.7%	21	53.8%	\$5.7	44.2%
BLACK	4.5%	67	5	29.4%	\$95.9	26.7%	5	14.7%	2	18.2%	\$5.3	33.4%	13	33.3%	\$3.8	28.8%
HISPANIC (5)	8.7%	55	2	11.8%	\$95.6	26.7%	3	8.8%	2	18.2%	\$5.3	33.4%	10	25.6%	\$3.0	22.7%
BELOW POVERTY LEVEL	11.9%	18	2	11.8%	\$92.5	25.8%	1	2.9%	2	18.2%	\$5.3	33.4%	8	20.5%	\$2.7	20.6%
ENTERPRISE ZONES	NA	NA	3	17.6%	\$96.5	26.9%	5	14.7%	5	45.5%	\$6.1	38.2%	14	35.9%	\$5.1	38.8%
TOTAL PROGRAM			17	100%	\$358.5	100%	34	100%	11	100%	\$15.9	100%	39	100%	\$13.0	100%

(1) EXCLUDES DESIGN, RIGHT OF WAY, ADA PROJECTS, STORMDRAIN RETROFIT. INCLUDES MULTI YEAR. EXAMPLE: ROUTE 403 AND INTERSTATE 195

(2) INDIVIDUAL PROJECT COSTS NOT AVAILABLE

(3) EXCLUDES SIGNING, RECREATIONAL TRAILS, AND STUDY AND DEVELOPMENT

(4) EXCLUDES ENGINEERING, ARCHAEOLOGICAL, AND PROGRAM SUPPORT

(5) HISPANIC: PERSONS OF HIPANIC ORIGIN MAY BE OF ANY RACE.

In nearly all cases, the percentage of transportation improvement projects in the minority and low-income census tracts exceeds the percentage of the minority population. In the Highway Program, at least one-fourth of the projects, and in the Bicycle Pedestrian Program, one-third of the projects are in minority census tracts. The one exception is the number of Pavement Management projects in low-income tracts. Overall, the implementation of the projects in this TIP is extremely equitable and beneficial to Rhode Island's disadvantaged citizens.

As for transit projects, the entire RIPTA system (which receives much of this funding) serves minority neighborhoods. The RIPTA route system has Providence as its hub, with additional intra-city service in Pawtucket, Woonsocket, and Newport. This corresponds well with areas where the most numerous minorities are concentrated. The paratransit service is now a statewide system. A more detailed discussion can be found in the state's submission to FTA under Title VI of the Civil Rights Act. The commuter rail projects cover a large geographic area, including Providence with its greater-than-average minority concentration.

D. AIR QUALITY ANALYSIS

The firm of Vanasse, Hangen, Brustlin, Inc. was engaged by the Statewide Planning Program to conduct an air quality analysis of the FY 2006-2007 TIP. The results of that analysis are summarized here and were the subject of consultation with the RI Department of Environmental Management (RIDEM) and US Environmental Protection Agency (EPA). The purpose of the analysis is to evaluate

the TIP's impact on the State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments (CAAA) of 1990 established new requirements for transportation plans and programs. EPA published a final rule on November 24, 1993, with procedures to be followed in determining the conformity of transportation plans, programs, and projects with the SIP. The regulations require that emissions resulting from implementation of plans and programs be less than mobile source "budgets" established in the SIP.

The State of Rhode Island is designated as a "moderate" non-attainment area for the eight-hour ozone standard. The City of Providence is a "maintenance area" for carbon monoxide [CO]. The EPA's conformity regulations require that the TIP and long range plans be evaluated for emissions impacts in both nonattainment and maintenance areas. Accordingly, this analysis evaluates change in ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NOx]) and carbon monoxide emissions due to implementation of the TIP and plan.

The traffic data were obtained from the Rhode Island Statewide Travel Demand Model. The model was updated to include additional roadways, modeling zones, current planning assumptions, and population and employment projections. Consistent with federal guidance, the traffic data were adjusted to account for the following factors, Highway Performance Monitoring System (HPMS), seasonal adjustment for pollutants, and peak and off-peak periods.

Emission factors were derived using the EPA's mobile source emission factor model MOBILE6.2 and reflect Rhode Island-specific conditions, such as the motor vehicle fleet mix from year 2000 registry data, the statewide Inspection and Maintenance (I/M) Program, and the Stage II Vapor Recovery System. The traffic and emission factor data were calculated on a link-by-link basis in the EPA's Air Information Retrieval System (AIRS) format, which is consistent with previous TIP analyses.

The results of the air quality analysis, presented in Table 5, demonstrate that projected emissions under the TIP's "Build" scenarios are below the Rhode Island State Implementation Plan's emission budgets of 30.68 tons per day of VOC's and 33.97 tons per day of NOx for all future years.

The analysis also shows that, with the inclusion of the air quality benefits derived from the CMAQ program, the CO emissions in the City of Providence are less under the "Build" than "No-Build" scenarios.

In summary, the air quality analysis demonstrates that implementation of the 2006-2007 TIP and the state's long-range transportation plan is consistent with federal air quality conformity criteria and regulations, and conforms to the air quality goals in Rhode Island's State Implementation Plan.

Table 5
TIP Conformity Analysis – Ozone Results

	Statewide		
	DVMT	VOC (tons/day)	NOx (tons/day)
2007 SIP Budget	---	30.68	33.97
2007 No-Build	27,338,878	25.43	29.38
2007 Build	27,323,720	25.42	29.36
2010 No-Build	28,007,339	21.00	23.47
2010 Build	28,008,023	21.00	23.48
2015 No Build	29,310,201	14.14	15.41
2015 Build	29,305,781	14.15	15.44
2025 No Build	32,388,277	11.25	9.42
2025 Build	32,320,680	11.28	9.49

Table 6
TIP Conformity Analysis – Carbon Monoxide Results

	Providence	
	DVMT	CO (kg/day)
2007 No-Build	3,864,068	71,625
2007 Build	3,858,823	71,202
2010 No-Build	3,882,513	64,057
2010 Build	3,882,928	63,597
2015 No Build	4,009,378	56,736
2015 Build	4,008,432	56,496
2025 No Build	4,290,091	49,771
2025 Build	4,293,921	49,739

ADMINISTRATIVE PROGRAM

Under this program, funds are allocated to support Equal Employment Opportunity activities and the Motor Fuel Tax Evasion enforcement effort, and provide for construction project modifications and change orders.

Project Modifications/Change Orders: Funds have been set aside for construction project modifications that invariably occur. RIDOT has been increasingly vigilant in controlling change orders in recent years. This TIP budgets \$12 million per year, approximately 10% of the total funds allocated to the highway construction program for highway construction contracts, for project modifications/change orders. RIDOT's goal is to continue to further reduce change orders. Change orders are also offset by money freed up in older projects being closed out.

Advanced Construction: Federal regulations require the authorization of all federal highway funds necessary to complete a project at the time of project commencement unless the State utilizes Advanced Construction. Since most of the TIP projects are multi-year in nature, federal funds can be tied up in projects that won't use the funds for months and maybe years into the future. Since the amount of federal funds available to the State is limited, large multi-year projects can greatly reduce the amount of funds available for smaller projects. Advanced construction is a financing tool where the State is able to phase the federal funding to match the annual project anticipated need. Federal funds for Advanced Constructed projects are authorized each year only to cover anticipated expenditures during the year. The authorization of federal funds after the first year is known as Advanced Construction Conversion.

The risk in Advanced Construction is that projects are started in anticipation of receipt of federal funds. If federal funding is reduced in future years, the State may not be able to obtain federal reimbursement immediately for project expenditures. To limit the State's liability for Advanced Construction, the State has chosen to limit itself to \$25 million of total Advanced Construction for the annual highway program. As Advanced Construction projects are converted by application of federal funds, new projects are started with Advanced Construction in an equal amount. This process has no net affect on the program.

Table 7 lists projects that were started using Advanced Construction funding as of May 25, 2005. As can be seen in the table, the Advanced Construction amount exceeds the \$25 million self-imposed limit. The increase in Advanced Construction is due to the delay in the release of federal funding while reauthorization of TEA21 is negotiated in Washington. In order to avoid losing a construction season, RIDOT temporarily increased the amount of Advanced Construction above its self-imposed limit in anticipation of federal action. It is expected that once Congress releases the remainder of FY 2005 federal funds, RIDOT will convert projects to bring the Advanced Construction amount to within the \$25 million limit.

Table 7
Advanced Construction Projects
As of May 25, 2005

Project Number	Project	Federal Appropriation Code	Advanced Amount Authorized - Federal
NHSG-0006(022)	US Rt. 6 Contract 3, I-295 to Hartford Ave.	Q05	\$784,545
STPG-8888(171)	1R Hwy Imp. To Rte 3, Rte 1 to Rte 78, Westerly	H24	\$312,683
STP-RESF(062)	1R Hwy Imp. To Rte 3, Rte 1 to Rte 78, Westerly	H24	\$1,041,167
STPG-8888(172)	1R Imp., to Newport. Ave., Newman Ave., Pawtucket Ave.	H21	\$820,302
STP-RESF(075)	1R Improvements to Logee Street, Woonsocket	H23	\$2,216,746
STPG-4444(062)	2005-06 Statewide Striping, East Bay	H21	\$1,376,079
NHSG-4444(060)	2005-06 Statewide Striping, Ltd. Access Highways.	H05	\$2,548,901
STPG-4444(061)	2005-06 Statewide Striping, North	H21	\$1,570,113
STP-TEAC(041)	Acquisition of Glacier Park Reserve (Open Space)	Q22	\$239,000
STP-0117(007)	Arterial Imp to Rte 117, Warwick	H23	\$1,160,823
STPG-8888(168)	Arterial Traffic Signals, Cranston, Johnston	H23	\$647,551
STP-RESF(065)	Landscape Improvements to No. Main Street	H24	\$318,564
STP-RESF(067)	Park Avenue Enhancements, Portsmouth	H24	\$802,683
STP-TEAC(227)	Patriots Park Enhancement, Portsmouth	Q22	\$267,644
STP-0202(102)	PE for Statewide High Hazard Intersections	H28	\$1,455,200
BHO-0027(006)	Rehabilitation of the Royal Mills Bridge	H10	\$548,058
BRF-0457(001)	Replacement of the Rawson Rd. Bridge	Q11	\$1,220,995
IM-2955(093)	Safety Imp. To I-295, AMBER Alert Signing @ I-95	H01	\$2,304,994
STPG-4444(059)	Statewide Pavement Marking - Central 2004	H21	\$1,567,695
NHS-FENC(008)	Statewide Fence Replacement and Repair	H05	\$616,752
BRO-0123(004)	Replacement of Barrington Bridge	Q12	\$4,000,000
BRF-0648(001)	Replacement of the Main Rd. Bridge, Tiverton	H12	\$6,219,917
BRO-0452(001)	Replacement of the Union Avenue	H10	\$3,894,963
STP-QPDA(002)	Relocated Rte 403	33D	\$124,274
NHS-0403(014)	Relocated Rte 403 - Phase II	Q05	\$9,218,700
		TOTAL	\$45,278,349

When large projects are undertaken and funding is programmed for the projects in the TIP for multiple years, Advanced Construction is used to allow partial funding of those projects each year to match the TIP. A listing of the projects with multi-year funding as of May 25, 2005 that began with Advanced Construction is listed below in Table 8. As of May, the amount of Advanced Construction shown exceeds the amount programmed in the TIP for these projects for FY 2006 and 2007. It is expected that that once Congress releases the remainder of FY 2005 federal funds, RIDOT will convert these projects to bring the Advanced Construction amount to within the amount programmed in the TIP.

Table 8
Advanced Construction Projects
Programmed in the TIP for Multi-Year Funding
As of May 25, 2005

Project Number	Project	Federal Appropriation Code	Advanced Amount Authorized - Federal
BRO-0400(002)	Demolition of the Old Jamestown Bridge	H10	\$16,467,929
STP-FRIP(210)	FRIP	H24	\$6,387,738
STP-FRIP(200)	FRIP	H24	\$1,883,992
STP-FRIP(220)	FRIP - AMTRAK Charges	H24	\$8,151,218
IM-2955(100)	I-295 Safety Improvements	H01	\$3,689,920
BHO-2955(101)	I-295 Safety Improvements	H10	\$1,667,894
TOTAL			\$38,248,691

To respond to the need to accelerate transportation project implementation, the Rhode Island General Assembly on July 15, 2003, enacted legislation with RIDOT and the Governor's support which authorizes the State to advance with Grant Anticipation Revenue Vehicle (GARVEE) notes and the Motor Vehicle Fuel Tax (Gas Tax) revenue bonds five major transportation projects, the Quonset Access Road, the Washington Bridge Replacement, the Sakonnet River Bridge, the I-195 Relocation project and the Freight Rail Improvement Project. The GARVEE funding enables the State to implement these projects as much as five years earlier than originally planned. Debt service on the GARVEE bond will be paid by federal funds programmed in the TIP in the Major Projects with Multi-Year Funding category. As GARVEE bonds are issued for the projects, the federal commitment to reimburse the State for the bond debt service is designated as Advanced Construction. The status of Advanced Construction for the GARVEE projects is shown in Table 9.

Table 9
Advanced Construction
GARVEE Projects
As of May 25, 2005

Project Number	Project	Federal Appropriation Code	Advanced Amount Authorized - Federal
BRO-1954(055)	I-195 Realignment - Contract 7 (GARVEE)	Q10	\$99,759,328
BRO-1954(057)	I-195 Realignment - Contract 6 (GARVEE)	Q10	\$78,656,220
BRO-1954(061)	I-195 Realignment - Contract 9 (GARVEE)	H10	\$34,338,488
BRO-0200(005)	Washington Bridge #200 (GARVEE)	Q10	\$58,500,253
STP-FRIP(001)	FRIP (GARVEE)	Q25	\$4,010,798
BRO-0403(016)	Relocated Rte 403 - Phase II (GARVEE)	Q05/Q12	\$42,533,140
		TOTAL	\$317,798,227

BICYCLE/PEDESTRIAN PROGRAM

Rhode Island's Bicycle/Pedestrian Program includes the planning, design and construction of independent bicycle paths (shared use paths) and walking trails, on-road bicycle lanes, on-road bicycle routes (signing and striping), and bicycling/pedestrian promotional programs and materials production (i.e. statewide bike map, safety programs). RIDOT administers the Bicycle Pedestrian Program, which is funded through several federal funding sources, and State matching funds. These funding sources include: the Congestion Mitigation/Air Quality Program (CMAQ), the Enhancements Program, the Public Lands Highway Program (PLH), the Recreational Trails Program, and STP funds. This TIP includes nearly \$16 million for the design and construction of bicycle/pedestrian projects during FY 2006-2007.

Completion of four major independent bike paths (Blackstone River Bicycle Facility, Northwest Bike Trail/ Woonasquatucket River Greenway, South County Bike Path, and Washington Secondary Bicycle Facility) that will form the spine of the State Greenway System continues to be a major emphasis of the Program.

Projects in the Bicycle/Pedestrian Program are programmed for design and construction. Previously, bike paths under Study and Development also appeared in this program. Now, these projects can be found in the Study and Development Program, under the heading of Bicycle and Pedestrian Projects. During the design phase, a project is taken from a conceptual level (30%) through final design. Construction documents are prepared and put out to bid for construction. The following projects will be under design and/or construction over the next two years: segments of the Blackstone River Bicycle Facility, the Washington Secondary/Coventry

Greenway, the Warwick/East Greenwich Bike Network, the Ten Mile River Greenway, the Northwest Bike Trail/Woonasquatucket River Greenway, phase II of the South County Bike Path, the Bike Providence Route, various projects under the Recreational Trails Program, and a statewide signing and striping program to expand bike routes and possibly bike lanes along compatible state highways.

A new category, Pedestrian/Sidewalk Improvements, has been added to the TIP beginning in FY2006, and will have a program budget of \$2 million for FY 2006-2007. The purpose is to design and construct sidewalk projects that are too large and costly for the ADA Program and improve pedestrian access in areas where no Highway or Pavement Management Program projects are scheduled. The Route 108/Woodruff Avenue Sidewalk project was evaluated and ranked as the best project to begin this new program.

BRIDGE IMPROVEMENT PROGRAM

This TIP continues a program of critically needed bridge repairs and/or replacements to insure that these critical links in the transportation infrastructure remain safe and serviceable. Bridge projects originate from state assessments and community requests, which are evaluated and prioritized through RIDOT's bridge management program. All bridge-related requests from communities and the public received through the TIP solicitation process were referred to RIDOT for evaluation and possible inclusion in the program.

Included as part of the Bridge Program are funds for design, right-of-way acquisition, bridge instrumentation, preventive maintenance activities, and the bridge inspection program. RIDOT maintains discretion on how bridge funds are applied to projects, and thus the listing of projects shown is subject to change should an unanticipated need develop.

CONGESTION MITIGATION/AIR QUALITY PROGRAM

The Congestion Mitigation and Air Quality (CMAQ) Program is an innovative program established by ISTEA, and continued under TEA 21. Funds are allocated to states having areas classified under the Clean Air Act as being in non-attainment of National Ambient Air Quality Standards (NAAQS). States may use funding for transportation control measures (TCMs) and programs designed to help implement State transportation/air quality plans and attain the national standards for carbon monoxide, ozone and, in some cases, small particulate matter.

CMAQ funding is focused on investment in air quality improvements; it provides funds for projects that expand or initiate transportation services with air quality benefits. This program was designed with flexible guidelines that allow the CMAQ Program to

cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such as vehicle emission inspection and maintenance, traffic operations, and transit operations, to name just a few.

For this TIP, proposals for new CMAQ projects were received as part of the general TIP project solicitation process. The State Planning Council's Air Quality/Transportation Subcommittee, in conjunction with RIDOT, evaluated the CMAQ proposal submissions. The FY 2006-2007 CMAQ includes twelve of the thirteen projects that were submitted, with five projects recommended for continuation from the previous TIP. New projects include: South County Commuter Rail, RIPTA Operations Initiatives and Passenger Initiatives, Comparison of Alternative Fuels for the Providence-Newport Ferry, Providence Traffic Signal Coordination, Newport Dinner Train, Islander Shuttle Train (track improvements) and RI Fast Ferry Facility Improvements at Quonset Point.

The twelve projects in the CMAQ Program are expected to eliminate an estimated total of 131 kilograms of volatile organic compounds (VOC) and 118 kilograms of nitrogen oxides (NOx), during a typical ozone day¹. VOCs and NOx, which mix with sunlight to form ozone, are considered the primary pollutants of concern for the emissions analysis.

ENHANCEMENT PROGRAM

In the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), Congress established the Enhancement Program. Funds set aside from the Surface Transportation Program (STP) would be committed to projects that would address the environmental impacts on local communities from transportation and highway construction. TEA-21 continued the Program, requiring that 10 percent of STP funds be set-aside and used exclusively for enhancement activities and projects that will increase mobility, protect the human and natural environment, and preserve and increase the livability of communities.

Projects must have a relationship to transportation and fall within at least one of the following Transportation Enhancement categories:

- 1) Bicycle & pedestrian facilities;
- 2) Safety & educational activities for pedestrian & bicyclists;
- 3) Acquisition of scenic easements & scenic or historic sites;
- 4) Scenic or historic highway programs, including tourist and welcome center activities;
- 5) Landscape and scenic beautification;
- 6) Historic preservation;
- 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- 8) Preservation of abandoned railway corridors;

¹ Analysis performed by Vanasse Hangen Brustlin for the Air Quality Transportation Subcommittee. Report results modified by Statewide Planning Program staff to deduct emissions benefits for projects not funded or partially funded.

- 9) Control & removal of outdoor advertising;
- 10) Archaeological planning & research;
- 11) Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle wildlife mortality while maintaining habitat connectivity; and
- 12) Establish surface transportation museums.

The projects included in the Enhancement Program for this TIP were selected and recommended by RIDOT's Transportation Enhancement Advisory Committee (TEAC), which conducted a thorough solicitation, outreach, and proposal evaluation process during late 2004 and early 2005. Approximately 112 applications were received, in addition to the on-going program (carried forward from the previous TIP). As of June 2005, the TEAC and RIDOT were still evaluating the slate of new projects. This program continues on-going projects with \$13 million allocated for FY 2006 and 2007. It is anticipated that new projects will be added to the TIP in future years through an amendment process.

All enhancement projects listed in the TIP are initiated through the development of a project agreement with the sponsor and/or the commencing of the design process. The funds to be allocated for each project as well as the year of anticipated implementation is shown in the following table. The implementation schedule is based on the information available to RIDOT and is subject to change. To expedite program implementation, RIDOT is given flexibility in advancing projects within the annual Enhancement budget when other projects are delayed.

HIGHWAY PROGRAM

The TIP's Highway Program includes funding for construction projects as well as project-related design and right-of way acquisition. A majority of the highway construction projects (and the majority of funds) are devoted to projects that preserve and manage the existing system, without appreciable expansion of highway capacity. Design and right-of-way costs for projects programmed for construction are included as a line item in the TIP. This is done because it is very difficult to predict accurately the design and right-of-way costs for individual projects. The programmatic needs for those phases are much easier to track and predict. These line items only authorize funding for design and right-of-way activities for those projects specifically listed in the Highway Program within the six years for construction.

Continuing Construction Projects: The FY 2006-2007 TIP program provides for completion of highway construction projects which were programmed for construction by the previous TIP, but were delayed or not initiated due to complexities or issues that developed. Examples are: Federal Road, Route 3 Improvements, Hartford Avenue, East Main Road, Post Road, Dean/Cahir/Stuart Street Improvements and Providence Downtown Circulation Improvements/Phase II. Waterfront Drive/North End and Waterfront Drive/Warren Avenue Connector were combined and moved back to the Study and Development category as a result of issues that could not be resolved for these projects.

Newly-Programmed Construction Projects: A limited number of highway reconstruction projects were recommended by the TAC to move from Study & Development to the design /construction phase. Examples include: Route 5 (different section from the previous TIP), Route 138 and New London Avenue.

ADA Program: Efforts to improve the compliance of Rhode Island's roadways pursuant to the Americans With Disabilities Act (ADA) are on-going. When roadwork of any nature is undertaken, the implementing agency must also bring roadways and walkways into compliance with the Americans with Disabilities Act standards. This may require the addition of wheelchair ramps and the relocation of utilities for example. The cost of this work is included in the cost of the projects listed in the TIP. There are places where handicap accessibility along State roadways is necessary and the work can't or shouldn't wait for the roadwork to be programmed. The ADA line item in the TIP represents localized projects designed to make spot areas accessible, independent of roadwork. Project requests for work on existing sidewalks were received from communities through the TIP proposal solicitation process. RIDOT works with the Governor's Commission on Disabilities to identify areas where ADA improvements are most needed. Funding for this program is approximately \$ 1 million per year. Most of the projects that were given a high priority as a result of this process and were listed in the previous TIP for implementation or evaluation by RIDOT and the Governor's Commission on Disabilities were completed or will be completed soon. The projects that were not completed and need to be carried over into this TIP are:

- West Shore Road (Conimicut Business District) – Warwick
- South Main Street (Business District) – Providence
- Route 2 (Route 112 to Old Mill Lane) – Narragansett Indian Reservation/Charlestown
- Water Street (Old Harbor to Dodge Street) – New Shoreham
- Mineral Spring Avenue (Smith Street to Cooper Street) - North Providence
- Mineral Spring Avenue (Charles Street to Pawtucket line) - North Providence
- Daggett Avenue (Armistice Boulevard to Central Avenue) – Pawtucket

Additionally, two projects that were identified during RIDOT field reviews and were approved for implementation by the Governor's Commission of Disabilities have been included under the ADA Program. These projects are:

- Legion Way (Main Street to East Main Street) – West Warwick
- Bristol Ferry Road (Boyds Lane to Turnpike Avenue) - Portsmouth

New sidewalk proposals that were submitted by communities as part of the general project solicitation for the TIP were reviewed and ranked by the TAC Bike/Pedestrian Subcommittee. As a result of this process, the following projects were added to the ADA Program:

- Child Street Sidewalk Reconstruction (Main Street to Massachusetts state line) – Warren
- Market Street Sidewalk Reconstruction (Main Street to Massachusetts state line) – Warren

- Kingstown Road – Old Tower Hill Road/Handicap Access Project (Church Street to Route 1) – South Kingstown

Projects from the previous TIP that have been or will be completed include:

- New London Avenue (Cranston)
- Woonasquatucket Avenue (North Providence) as part of a 1R project

Stormwater Retrofit Program: RIDOT has utilized a stakeholders group to prioritize the Stormwater Retrofit selection process. This stakeholders group includes the Rhode Island Department of Environmental Management, US Environmental Protection Agency, Save The Bay, community representatives from Cranston, Warwick, and West Warwick as well as representatives from the Pawtuxet River Authority. It was mutually agreed that RIDOT would proceed with the design and construction of five outfalls on the Pawtuxet River as a first priority. A Design Study Report for the remaining fifteen outfalls from the original University of Rhode Island study has been prepared. This report will be shared with the stakeholders in order to decide the priority of the next five outfalls for which design efforts will begin. RIDOT will continue to advance stormwater abatement components that are prioritized by the stakeholders. Future elements for incorporation into DOT's program will include recommendations from federally approved Total Maximum Daily Load (TMDL) studies that are prioritized by the stakeholders group.

INTERSTATE PROGRAM

Rhode Island's emphasis on system preservation has yielded a dramatic improvement in the riding surface on most of its Interstate system mileage in the last few years. In 1994, the condition of the Interstate riding surface was as follows: 38.6 percent was in poor condition, 31.4 percent was in fair condition, 30 percent was in good condition. No portion was in excellent condition. By 2001, the condition had dramatically improved, with zero percent in poor condition, 0.6 percent in fair condition, 1.8 percent in good condition and 97.6 percent in excellent condition. This progress notwithstanding, maintaining the interstate and bridges with anticipated funding remains a daunting task.

The \$15 million allocated per year for the Interstate Program approximates the Interstate Maintenance funds provided under the TEA-21 formula to Rhode Island (together with State matching funds). Although this funding is substantial, it will be insufficient to fund all the needed work, with an estimated \$100 million in bridge work required on just the Interstate alone. Projects in the Interstate Program are determined by RIDOT's prioritization.

Projects to be implemented under the Interstate Program during the first two years of this TIP include: I-95 Service Roads (Pawtucket Bridge Numbers 547, 548, and 549 – Garden Street, Pine Street, and George Street); I-95 Signage (Exits 6-8 and Exits 16-18); I-295 Safety and Bridge (Route 7 to south of Scott Road), and I-195 Improvements, Phase II (Washington Bridge to Massachusetts state line). Funding has also been included for design-related work for Interstate projects.

MAJOR PROJECTS

In March 2004, the TIP was amended to allow the State to accelerate five important multi-year transportation infrastructure projects:

- Quonset Access Road
- Washington Bridge Replacement
- Sakonnet River Bridge
- I-195 Relocation
- Freight Rail Improvement Project

The amendment permitted the issuance of “Grant Anticipation Revenue Vehicle” (GARVEE) bonds. These bonds are not backed by the full faith and credit of the State, but rather by future federal transportation funds earmarked to Rhode Island. The annual federal highway apportionments provided to Rhode Island is being utilized to cover GARVEE bond debt service.

In order to allow federal reimbursement of GARVEE bond debt service for these projects, the Transportation Improvement Program (TIP) specifies in the Major Projects with Multi-Year Funding Category the funding being advanced by the GARVEE and programs the use of federal funds for the reimbursement of GARVEE debt service. The Major Projects with Multi-Year Funding Category also programs additional federal funding outside the GARVEE needed for those major projects.

PAVEMENT MANAGEMENT PROGRAM

The Pavement Management Program includes the resurfacing of roadways but also allows the State (RIDOT) to pursue pavement treatment options such as crack sealing and micro-surfacing when such treatment is appropriate. This work must be undertaken as part of a federal pavement management program in order for these needed preventive maintenance activities to be undertaken. Roadways listed in the Pavement Management Program included community-requested projects that were referred by the TAC, and from RIDOT's Pavement Management Program priorities. Inclusion in the Program does not, however, guarantee that all projects can be accomplished within the two-year timeframe of the TIP's biennial element. Funding for the Program continues at the same level as in previous TIPs at \$20 million per year.

The listing of pavement management projects is separated into two categories. The first group, Projects for Implementation, lists projects with an anticipated year of construction. A majority of these projects were carried forward from the previous TIP and are anticipated to be completed during the first two years of this TIP. The second group, Proposed Roads for RIDOT Evaluation, consists of requests that were made by communities as part of the project solicitation process for this TIP. These roadways must be evaluated by RIDOT to determine if resurfacing is necessary and what type of treatment is appropriate.

RIDOT's evaluation procedure for candidate roadways for the Pavement Management Program (provided that those roadways have not been worked on in the past 15 years), is based upon four sources of information:

1. Pavement Management System Data
2. Public input - priority assigned by community
3. Maintenance Division input
4. Staff field review--roadways are driven and visually evaluated on a scale from 0-5 (best to worst) for the following: condition of road surface, sidewalk, curbing, utility covers, drainage, rideability.

Roadways with the worst ratings are candidates for resurfacing. Final selection considers traffic volumes and the distribution of projects statewide, to insure an equitable geographic distribution. Roadways selected must be eligible for federal funding (e.g., be functionally classified). State roads are given priority, but local roads may also be included in the program, based on factors such as regional significance of the road, or support for an economic development or enterprise zone initiative, etc. RIDOT determines the prioritization and scheduling for all Pavement Management projects and may vary the plan and schedule from that listed in the table.

PLANNING

Transportation planning occurs through the efforts of the Statewide Planning Program (statewide MPO), RIDOT, and RIPTA (statewide transit operator), in accordance with a Unified Planning Work Program for Transportation Planning, which must be approved each year by the State Planning Council, and the federal agencies that fund transportation planning. Planning involves long range planning, the development of the TIP, environmental justice analysis and data collection efforts to support the highway program, among other activities. Funding for planning activities continues at the same levels as in previous TIPs. (Note: Additional funding for transportation planning is also shown under the Transit Program.)

STUDY & DEVELOPMENT PROGRAM

Projects included in this program go through a study and development phase which allows the project concept to be scoped and assessed in terms of environmental impact, community acceptability, constructability, and cost. This allows for informed decisions on project feasibility prior to entering the design phase. This category is intended to bring projects to no more than 30% design status. Placement in the Study & Development Program does not guarantee that a proposal will be implemented as requested; but does assure that the transportation problems it proposes to resolve will be examined. To insure that unfulfilled expectations are not created, the Study & Development category is limited to a number of projects that can reasonably be expected to be looked at during

the biennial period. Since the Study & Development Program now serves as the "entry portal to the TIP", competition for this category is keen.

Projects in Study and Development are now shown by program category. The Highway Program category includes projects continuing in Study and Development from the previous TIP, and new projects that have been added through the TIP solicitation process. Other projects are listed under the following headings: Bridge Program, Bicycle/Pedestrian Program, and Interstate Program.

TRANSIT PROGRAM - BUS

The TIP includes the following bus transit projects, over the next six years:

Revenue Vehicle, Replacement: RIPTA has programmed FTA Section 5307 funding of \$3.395 million in FFY 2006 and \$3.655 million in FFY 2007 for the replacement of a total of 19 buses, including standard buses, light duty small buses and trolleys, which are used in the its current fixed route and Flex Service revenue fleet. Additional bus replacement activities will be supported by annual congressional allocations for discretionary funding, Section 5309 Bus and Bus-Related projects. RIPTA has conservatively programmed \$5 million annually in anticipated discretionary funding in this category, based on past years' receipt of between \$7 million and \$11 million (FY 2001-2005).

Revenue Vehicles-Paratransit, Replacement: This program supports the timely replacement of vehicles for the RIde program, the supplier of brokered transportation for human service agencies and complementary paratransit services for RIPTA's fixed route services. The TIP programs \$11.19 million over the next six years for the purchase of 147 replacement paratransit vehicles; funding is programmed from two grant programs, the Urbanized Area Formula program, 5307, and Transportation for Elderly and Disabled Persons, 5310.

Management/Planning/Outreach/Training: This program supports RIPTA's planning capacity. The TIP includes \$550,000 of annual funding for the first two years and \$600,000 for the following four years. RIPTA's planning program includes collection and evaluation of data on transit operations, development of transit route operations and improvements and participation in statewide transportation planning. This program is included in MPO's Unified Planning Work Program and funded out of FTA's Urbanized Area Formula Program, 5307.

Facilities-Administrative/Maintenance, Upgrade/Expansion: Projects in this category will make improvements in RIPTA's administrative and maintenance facilities and provide transit and security enhancements. RIPTA's major on-going facility project is development of the Elmwood Avenue Bus Facility Complex; this project will provide additional maintenance and administrative facilities in response to RIPTA's increased responsibilities for maintenance and management of Rhode Island's paratransit program.

Major upgrades at existing RIPTA facilities are a second project area of this program. This TIP element also programs security enhancements and transit enhancements, which are a requirement for federal funding. These projects with a combined annual funding level of less than \$0.4 million are used for passenger amenities and other FTA defined transit and security enhancements of transit operations. RIPTA has included \$5.53 million for these facilities upgrades in FFY 2006 and \$4.53 in FFY 2007.

Support Equipment/Supplies/Vehicles-Replacement: The TIP programs anticipated purchases for routine replacement of support equipment, capital supplies and non-revenue vehicles. Examples of items to be replaced include: bus engines and parts, capital equipment used for maintaining buses and facilities, support vehicles like road trucks and administrative vehicles, and office equipment such as desks and copiers. RIPTA has included \$2.175 million for this program in FFY 2006 and \$2.375 million in FFY 2007.

Support Equipment-ITS: The TIP programs anticipated purchases of Intelligent Transportation System (ITS) equipment. RIPTA uses a variety of technologies to provide, evaluate and improve the provision of transit service. The ITS equipment used by RIPTA ranges from desktop computers, to bus mounted Automatic Passenger Counters/Automatic Vehicle Locaters, and trip scheduling computer programs for RId demand response services. RIPTA will continue to maintain, upgrade and expand its use of these valuable technological tools for improving the efficiency and effectiveness of transit services in Rhode Island. RIPTA has included \$0.5 million for this program in FFY 2006 and \$2.5 million in FFY 2007.

Support Equipment/Supplies/Vehicles-Preventive Maintenance: As allowed under TEA-21, RIPTA will continue to use Urbanized Area Formula, 5307, funding for preventive maintenance of its revenue vehicle fleet. This category of funding supports operational costs of transit service, contributing to a balanced operating budget. Use of federal funds for Preventive Maintenance spends funding that might otherwise be used for major capital investments. The TIP includes annual preventive maintenance funding of \$5 million.

Transit Operations-Rural Operations/RTAP: Under the Non-Urbanized Area Formula program, Section 5311, Rhode Island receives funding for rural transportation and for training, technical assistance and support services that benefit the rural areas of the state. This category programs the combination of 85% of available funding for rural transit services and the training, technical assistance and support services with at an annual funding level of \$0.638 million. The balance of grant funded rural transit operations are shown in the Intercity Bus Support program, shown below.

Transit Operations-Intercity Bus Support: The FTA Non-Urbanized Area Formula program requires that recipients use 15% of their funding to support intercity bus services, unless it is determined that there is no need for such support. RIPTA provides support for intercity bus services by operating local transit service between Rhode Island's rural areas and Greyhound and Bonanza/Peter Pan bus service operating out of Kennedy Plaza. The TIP includes annual funding of \$0.1 million for this program.

Transit Operations-Job Access/Reverse Commute: Job Access/Reverse Commute is a discretionary grant that supports transit services that are designed to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs. The TIP programs \$2 million annually for fixed route and Flex zone transit services to meet the needs of this segment of Rhode Island's workforce.

TRANSIT - FIXED GUIDEWAY

The South County Commuter Rail Corridor Service is an extension of Providence-Boston service to Wickford Junction in North Kingstown. On February 6, 2003, the Federal Transit Administration (FTA) approved the Environmental Assessment for the extension of the existing Providence-to-Boston commuter rail service. The project involves the extension of rail service approximately 20 miles from Providence to Wickford Junction along the Amtrak-owned Northeast Corridor. RIDOT is working with the Massachusetts Bay Transportation Authority (the commuter rail operator) on project implementation.

The Northeast Corridor provides the easiest opportunity to develop rail service in Rhode Island. Because the needed facilities are mostly in place, the development of service requires only the acquisition of a fleet and relatively minor facility improvements, with the exception of new stations. The choice of public transportation technology is limited to commuter rail, that choice already operates north of Providence and fits the characteristics of the corridor well. The potential for both ridership and financial success are enhanced by the ability to serve Boston in addition to locations in Rhode Island.

As part of the Pilgrim Partnership Agreement, the MBTA will provide service to Wickford Junction. The MBTA will exercise an option to purchase five bi-level commuter rail coaches for corridor service. The delivery of these coaches is anticipated in 2.5-3 years, about the time Wickford Junction Station construction will be completed.

The total estimated cost for this project is \$44.4 million. This includes right-of-way acquisition, design, construction, purchase of equipment, lease of facilities, and contingencies. The expected source of funding and the anticipated expenditures for this project are as shown below:

WICKFORD JUNCTION STATION	
Project Description	Estimated Cost
Engineering	\$1,500,000
Amtrak PE Force Account	\$500,000
Property Acquisition	\$1,250,000
Equipment Procurement	\$13,000,000
Amtrak Materials, Construction Force Account	\$5,500,000
Wickford Junction Construction	\$5,750,000
Wickford Junction Lease	\$10,500,000
Contingency (16.8%)	\$6,380,000
Total	\$44,380,000

Funding Source	Total
New Start	\$24,936,000
Rail Modernization	\$7,756,000
CMAQ	\$2,812,000
Local Match	\$8,876,000
Total	\$44,380,000

On September 23, 2004, FTA approved the Letter of No Prejudice (LONP), which is similar to Advance Construction, for the purchase of five (5) bi-level rail coaches. RIDOT is programming full funding of this project in this TIP by FY 2008.

New Start Projects: TEA-21 identified a New Start category for Rhode Island: Rhode Island Integrated Intermodal Transportation Services (\$25 million, federal funds). This program provided Rhode Island with about \$8.9 million to date. The FY 2006-2008 TIP programs the remaining balance of \$16.1 million to complete extension of commuter rail service south of Providence including the Wickford Junction Railroad Station, and for FTA to advance Rhode Island Integrated Intermodal funding, rail modernization and CMAQ funding for this and rail service to the Warwick (Airport) Railroad Station.

Rail Shuttle Service: This project funds the planning for implementation of a rail shuttle service between Providence Station and the proposed Warwick (Airport) Station.

Commuter Rail Stations [Design, Construction]: This project funds the design and construction of a new and/or existing railroad station(s). For this TIP the following stations are included: the Warwick (Airport) Railroad Station, and the Wickford Junction Station, both on the Northeast Corridor in Rhode Island to accommodate commuter rail service. Work entails construction of new stations, bringing the stations into compliance with the ADA act, signalization and any necessary track work.

Commuter Rail Facilities and Equipment: This project funds the purchase of commuter rail equipment and appurtenances to extend MBTA service from Providence Station to the new Warwick (Airport) and Wickford Junction Railroad Stations. In addition to the funding shown on the TIP table, \$1.5 million in FY 2005 CMAQ funding which has been transferred to FTA will be utilized for the project in FY 2006.

Pilgrim Partnership III: This project funds the Pilgrim Partnership, an agreement for commuter rail service between Rhode Island and Boston. Service is provided by the MBTA in exchange for capital funds for related service projects.

TRAFFIC/SAFETY

Perhaps one of the most important aspects of highway travel is safety. While roadways today are physically safer and more forgiving of error than those of past eras, many accidents, injuries, and fatalities still occur due to increased traffic volumes, increased speed, and driver-related errors. But opportunities remain for incorporation of additional safety features into some highway segments and intersections to improve safety and (to the extent possible) compensate for human error or reckless behavior. In addition, damaged safety equipment must be repaired or replaced, or the resulting loss in the margin of safety can contribute to, or worsen, the consequences of an accident. The Traffic/Safety Program funds many highway safety activities which may go unnoticed but have a major impact on motorist safety.

This TIP continues the Traffic/Safety Program at the same funding level as previous TIPs. Activities and projects to be supported through this program include: traffic signal repair and construction, signing, striping, repair of damaged safety devices, traffic monitoring, modifications to arterial highways to improve traffic flow and reduce congestion, and traffic/safety design-related work. RIDOT maintains discretion in the Traffic/Safety Program to select and prioritize projects under each of the listed activities.

Other activities that were begun in the previous TIP, such as highway lighting improvements, the installation of roadside weather stations, the repair of isolated drainage problems, and homeland security will continue. To address pedestrian safety needs, features that accommodate and encourage safe pedestrian travel will continue to be included in projects under the hazard elimination line item.

Project proposals submitted in this TIP solicitation that may be considered for implementation under the Traffic/Safety Program include:

- Bristol – Chesnut Street drainage
- Providence – traffic safety projects

Administrative Program

(Costs in Million Dollars)

Project / Program

Function

Fund

phase

2006

2007

2008

2009

2010

2011

Total

Miscellaneous Programs

EEO/Training/Motor Carrier Safety	A	NS	A	1.00	1.00	1.00	1.00	1.00	1.00	6.00
Motor Fuel Tax Evasion Program	A	NS	A	.10	.10	.10	.10	.10	.10	.60
Project Modifications-	A	NS	A	12.00	12.00	12.00	12.00	12.00	12.00	72.00
Program Total				13.10	13.10	13.10	13.10	13.10	13.10	78.60

Funding Categories

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Function of Project/Program

A: Administrative
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Phase

A: Administration C: Construction D: Design, preparation of final construction plans
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Bike/Pedestrian Program

(Costs in Million Dollars)

Project / Program	Municipality	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total
Pedestrian/Sidewalk Improvements											
Pedestrian/Sidewalk Improvement	Program Budget	SM	S	C	1.00	1.00	2.00	2.00	2.00	2.00	10.00
--- Route 108/Woodruff Sidewalks	T/L on Rt. 108 to T/L on Woodruff Ave.	Narragansett									
Projects Programmed for Implementation											
East Bay Bike Path/Colt State Park Connector		Bristol	SE	S	DC	.50	1.00				1.50
Washington Secondary Bicycle Facility	Includes Coventry Greenway and Trestle Trail	Coventry	SE	S	DC	1.50	1.50	1.50	2.00	2.00	8.50
Davisville Bicycle Path		N. Kingstown	SE	S	DC			.50	.80		1.30
Ten Mile River Greenway		Pawtucket, E. Providence	SE	S	DC	1.00	.10		1.00		2.10
Bike Providence		Providence	SM	S	DC		.30				.30
East Bay Bike Path Repairs		Providence, Bristol	SP	S	DC			1.00	1.00		2.00
Northwest Bike Trail/Woonasquatucket River Greenway		Providence, Johnston	SE	S	DC	1.00		.50	2.00	1.50	5.00
Blackstone River Bicycle Facility		Providence, Woonsocket	SE	SPL	DC	4.30		2.00	3.00	2.00	11.30
South County Bike Path		S. Kingstown, Narragansett	SE	S	DC	.50	.50				1.00
Recreational Trails Program		Statewide	SM	R	DC	.60	.60	.60	.60	.60	3.60
Bike Route Signing		Statewide	SM	S	DC	.10	.10	.10	.10	.10	.60

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Bike/Pedestrian Program

Project / Program	Municipality	Function	Fund	phase	(Costs in Million Dollars)						Total
					2006	2007	2008	2009	2010	2011	
Warren Extension East Bay Bike Path	Warren	SE	S	DC		.25		2.00			2.25
Warwick/East Greenwich Bike Network	Warwick, E. Greenwich	SM	S	DC		1.00	1.50				2.50
Program Total					10.50	5.35	10.70	14.50	8.20	2.70	51.95

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Bridge Program

Project / Program	Municipality	Function	Fund	phase	(Costs in Million Dollars)						Total
					2006	2007	2008	2009	2010	2011	
Bridge Design	Statewide	SP	B	D	5.00	5.00	5.00	5.00	5.00	5.00	30.00
Bridge ROW	Statewide	SP	B	R	.50	.50	.50	.50	.50	.50	3.00
Bridge Instrumentation ITS	Statewide	SP	B	C	.50	.50	.50	.50	.50	.50	3.00
Bridge Preventive Maintenance	Statewide	SP	B	O	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Bridge Inspection Program	Statewide	SP	B	O	1.50	1.50	1.50	1.50	1.50	1.50	9.00
Granite Mill Br. # 308	Burrillville	SP	B	C	.65						.65
Conant Street Bridge # 915	Pawtucket	SP	B	C	2.80						2.80
Orms Street # 702	Providence	SP	B	C	3.00						3.00
Wyoming North and South Br. #43 & #44	Richmond, Hopkinton	SP	B	C	2.40						2.40
Stillwater Road Bridge # 949	Smithfield	SP	B	C	2.15	2.65					4.80
Weaver Hill Road Bridge # 586	W. Greenwich	SP	B	C	3.50						3.50
Warren Br. #124	Warren	SP	B	C	6.00	5.00					11.00
Newell # 204	Cumberland	SP	B	C		1.00					1.00
Middle Road Br. # 761	E. Greenwich	SP	B	C		1.00					1.00
Chestnut Hill Rd. Br. # 951	Glocester	SP	B	C		1.50					1.50
Armstrong Road Bridge # 893	Newport	SP	B	C		2.35					2.35
Randall Street # 974	Providence	SP	B	C		1.00					1.00
Harbor Junction # 131	Providence	SP	B	C		.50					.50
Kent Dam # 84	Scituate	SP	B	C		1.00					1.00

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Bridge Program

Project / Program	Municipality	Function	Fund	phase	(Costs in Million Dollars)						Total
					2006	2007	2008	2009	2010	2011	
Stillwater Viaduct # 278	Smithfield	SP	B	C	4.00						4.00
Victory Highway # 589	W. Greenwich	SP	B	C	.50						.50
Pascoag # 198	Burrillville	SP	B	C			1.50				1.50
Slatersville Stone Arch Br. # 273	N. Smithfield	SP	B	C			2.50				2.50
Industrial Drive #882	Providence	SP	B	C			3.50				3.50
Teft Hill Trail # 592	W. Greenwich	SP	B	C			2.00				2.00
Ten Rod Road # 591	W. Greenwich	SP	B	C			2.00				2.00
Centerville Rd Br # 425	Warwick	SP	B	C			4.00				4.00
Natick Bridge # 383	Warwick, W. Warwick	SP	B	C			5.00				5.00
Newman Av # 224	E. Providence	SP	B	C				1.50			1.50
McCormick Quarry # 476	E. Providence	SP	B	C				2.00			2.00
Dillions Corner SB # 481	Narragansett	SP	B	C				1.50			1.50
Goat Island # 697	Newport	SP	B	C				5.00	5.00		10.00
I-95 Bridge 550	Pawtucket	SP	B	C				4.00	12.00	10.00	26.00
Red Br. # 600	Providence	SP	B	C				2.50			2.50
Pleasant Valley Parkway #777	Providence	SP	B	C				3.50			3.50
Dean Street #776	Providence	SP	B	C				.50			.50
Shippee # 307	Burrillville	SP	B	C					.50		.50
Division # 760	E. Greenwich	SP	B	C					3.00		3.00
Pocasset River # 23	Cranston	SP	B	C						.50	.50
Providence Viaduct # 578	Providence	SP	B	C						10.00	10.00

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 P: Planning

Bridge Program

Project / Program	Municipality	Function	Fund	phase	(Costs in Million Dollars)						
					2006	2007	2008	2009	2010	2011	Total
Program Total					30.00	30.00	30.00	30.00	30.00	30.00	180.00

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CMAQ Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Limits</i>	<i>Sponsor</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
**Note			** \$1.5 million in CMAQ funding from previous fiscal years is being carried forward for commuter rail stations. Does not impact fiscal constraint analysis.									
Traffic Management Center	Statewide	DOT	SM	C	OC	3.20	3.80	3.50				10.50
South County Commuter Rail	Providence to Wickford Junction	DOT	SE	C	RC	1.50	1.50	1.50				4.50
Bike/Pedestrian Program		DOT	SM	C	DC	.50	.50	.50				1.50
Arterials Program	Warwick Avenue, Warwick	DOT	SM	C	C	.50						.50
Bus Service Initiatives	Statewide	RIPTA	SM	C	O	1.10	1.20	1.20				3.50
Operations Initiatives	Statewide	RIPTA	SM	C	O	.91	.91	.91				2.73
Express Travel	Statewide	RIPTA	SM	C	O	.34	.34	.34				1.02
Passenger Initiatives	Statewide	RIPTA	SM	C	O	1.50	1.50	1.50				4.50
Comparison of Alternative Fuels	For Providence - Newport Ferry	RIPTA	SM	C	O	.60	.60					1.20
Traffic Signal Coordination	Broadway, Broad Street	Providence	SM	C	C		.50	.50				1.00
Islander Shuttle Train	Newport, Middletown	Newport Dinner Train	SM	C	C	.15	.15					.30
Ferry Facility Improvements	N. Kingstown, Quonset Point	RI Fast Ferry	SM	C	C	.70						.70
Future CMAQ Projects			SM	C	OC			1.05	11.00	11.00	11.00	34.05
Program Total						11.00	11.00	11.00	11.00	11.00	11.00	66.00

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 P: Planning

Enhancement Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Project No.</i>	<i>Town / Sponsor</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Continuing Enhancement Projects			"X" indicates anticipated year of implementation									
Enhancement Budget			SM	S	DRC	6.50	6.50	6.50	6.50	6.50	6.50	39.00
Engineering, Archaeological and Program Support						X	X	X	X	X	X	4.80
Federal Road	TEA2-155	Barrington						X				.10
Colt State Park Street Lighting Restoration	TEA2-003	Bristol					X					.35
Herreshoff Marine Museum	TEA2-042	Bristol				X						.38
Hope Street Sidewalks	TEA2-112	Bristol				X						.50
Route 107 - Streetscape	TEA2-028	Burrillville				X						.50
Central Falls Landing	TEA2-014	Central Falls						X				.40
Columbia Heights Streetscape	TEA2-138	Charlestown							X			.43
Anthony Village Initiative	ENHR-191	Coventry								X		.37
Arnold Rd. Stormwater Improvements	TEA2-119	Coventry								X		.18
Pawtuxet River Canoe Portages	TEA2-103	Cranston					X					.02
10 Mile River Greenway	ENHR-128	E. Providence								X		.50
Taunton Avenue Gateway	TEA2-128	E. Providence					X					.10
Warren Avenue/Broadway Revitalization	TEA2-130	E. Providence				X						.50
Exeter Library Walls	TEA2-150	Exeter				X						.10
Chepachet River Park	TEA2-044	Glocester								X		.10
Chepachet Village Improvements	TEAC-124	Glocester					X					.50
Chepachet Welcome Center	ENHR-070	Glocester								X		.07

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 P: Planning

Enhancement Program

						(Costs in Million Dollars)						
Project / Program	Project No.	Town / Sponsor	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total
Depot Square Park	N/A	Hopkinton					X					.10
Downtown Improvements	ENHR-700	Jamestown					X					.45
Dutch Island Lighthouse Restoration	TEA2-098	Jamestown				X						.12
Snake Den	TEA2-072	Johnston							X			.50
Woonasquatucket River Heritage Trail	TEA2-136	Johnston								X		.20
Blackstone River Navigation System	E109/E144/TEA2-143	Lincoln								X		.17
Moffet Mill Walkway	TEAC-055	Lincoln					X					.48
Middendorf Farm Open Space Acquisition	TEA2-131	Little Compton				X						.25
Main Street Stormwater Improvements	TEA2-009	N. Kingstown						X				.06
Reynolds Street/US 1 Stormwater Improvements	TEA2-010	N. Kingstown						X				.04
Smith Castle	TEA2-021	N. Kingstown				X			X			.20
Blackstone River Navigational System	E109/E144	N. Smithfield								X		.06
Kelly Park/Mammoth Mills Feasibility Study/Design	TEA2-086	N. Smithfield							X			.30
Boston Neck Road Beautification	TEAC-065	Narragansett								X		.12
B.I. North Light Tower Rehab.	TEA2-035	New Shoreham					X					.40
Washington Square	ENHR-141	Newport				X						.20
Blackstone River Navigational System	E109/E144	Pawtucket						X				.09
River Landings	TEA2-143	Pawtucket						X				.09
Benefit Street Lights-Phase II	TEA2-066	Providence				X						.20
Broad Street Bridge and Banner Trail	TEAC-089	Providence					X					.20

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Enhancement Program

						(Costs in Million Dollars)						
Project / Program	Project No.	Town / Sponsor	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total
Emmett Sq/Memorial Blvd. Median	TEAC-081	Providence									X	.27
Fields Point Dock	FPDP-001	Providence				X						.15
India Point Park Visitor's Center	ENHR-046	Providence					X					.23
Luongo Square Revitalization	TEA2-067	Providence					X					.30
Manton Avenue Streetscape	TEA2-060	Providence					X					.50
Rg. Wlm's Bike Trail / F.C.Green Blvd. Res.	TEAC-083	Providence							X			.40
Smith Street Streetscape	TEA2-059	Providence					X					.50
South Side Pedestrian Safety	TEA2-070	Providence				X						.10
Westminster Street Revitalization	TEAC-090	Providence				X						.79
Woonasquatucket River Heritage Trail	TEA2-141	Providence				X		X				.20
Switch Road Public Small Craft & Fishing Access	TEA2-022	Richmond				X						.04
Kingston Tower Relocation	TEA2-025	S. Kingstown				X						.16
Downtown Intermodal Park2	TEAC-010	S. Kingstown					X					.42
Great Swamp Trails	TEA2-029	S. Kingstown									X	.15
Saugatucket River Walkway - II	TEA2-081	S. Kingstown					X					.25
Tefft Historical Park	TEA2-084	S. Kingstown							X			.13
Gainer Dam Stone Wall		Scituate					X					.10
Hope Village Streetscape	TEA2-008	Scituate							X			.50
Village Streetscape Improvements	TEAC-101	Scituate						X				.50
Esmond Street Sidewalk Reconstruction	TEA2-013	Smithfield					X					.21

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Enhancement Program

(Costs in Million Dollars)												
<i>Project / Program</i>	<i>Project No.</i>	<i>Town / Sponsor</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Weetamoo Woods - Open Space	TEA2-073	Tiverton							X			.25
Tiverton - Main Rd. Streetscape	ENHR-027	Tiverton					X					.48
Market Street Sidewalks	TEA2-142	Warren				X						.29
Franklin Conservation Open Space	TEA2-049	W. Greenwich								X		.18
Bradford Streetscape & Beautification	TEA2-088	Westerly				X						.30
Old Town Hall Museum Restoration	TEA2-089	Westerly				X						.35
Pawcatuck River Enhancement	TEAC-039	Westerly				X						.67
Blackstone Valley Bikeway Trailhead	TEA2-041	Woonsocket							X			.06
Woonsocket River Landing	E109/E144/TEA2143	Woonsocket					X					.19
New Enhancement Projects "X" indicates anticipated year of implementation												
Future Enhancement Projects		Statewide						X	X	X	X	16.08
Program Total						6.50	6.50	6.50	6.50	6.50	6.50	39.00

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Highway Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Limits</i>	<i>Municipality</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Highway Design			SP	NS	D	7.00	7.00	7.00	7.00	7.00	7.00	42.00
Highway ROW			SP	NS	R	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Stormdrain Retrofit			SM	S	C	3.00	1.00	1.00	1.00	1.00	1.00	8.00
Landscaping for Prior Year Projects			SP	S	C	1.00	1.00	1.00	1.00	1.00	1.00	6.00
ADA Projects	Locations to be determined		SM	S	C	1.00	1.00	1.00	1.00	1.00	1.00	6.00
Jamestown Br. Demolition	Main Span Demolition	N. Kingstown, Jamestown	SM	B	C	5.00						5.00
	Trestle Span	N. Kingstown, Jamestown	SM	B	C		2.00					2.00
	Bicycle Access	N. Kingstown, Jamestown	SM	B	C			2.00				2.00
Federal Road	Upland Way to Middle Highway	Barrington	SP	S	C	1.00						1.00
Route 3 Improvements	Sandy Bottom Rd. to Reservoir Rd.	Coventry	SP	S	C	4.00						4.00
Route 5	Mayfield Ave to Hilliard Ave	Cranston, Warwick	SP	S	C	6.60		5.00				11.60
East Providence Wye Track and Turnout	Connection between E. Prov. Running Track with E. Junction Running Track	E. Providence	SP	S	C	.25						.25
Hartford Avenue		Johnston	SP	S	C	2.00		5.00				7.00
East Main Road	Bailey Brook to West Main Road/ West Main from East Main to Coddington	Middletown	SM	N	C		5.00					5.00
Post Road	School Street to Frenchtown Road	N. Kingstown	SP	S	C		7.00	4.00				11.00

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Highway Program

						(Costs in Million Dollars)						
<i>Project / Program</i>	<i>Limits</i>	<i>Municipality</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Post Road/Huling Road Intersection		N. Kingstown	SP	S	C	2.00						2.00
US 1	Gilbert Stuart Median Turnaround	N. Kingstown	SM	S	C			7.00				7.00
Block Island Bike/Pedestrian Improvements		New Shoreham	SM	C	C	.50						.50
Pell Bridge Ramps	Route 138	Newport	SM	N	C					5.00		5.00
Dean St., Cahir St. and Stewart St. Improvements	West Exchange St. to Point St.	Providence	SP	S	C	3.50						3.50
Downtown Circulation Improvements	LaSalle Square, Dorrance St., Fountain St., Empire St., Weybosset St., Union St.	Providence	SM	S	C	3.40						3.40
Route 138	Route 108 to Route 2	S. Kingstown	SP	N	C		5.00		5.00		5.00	15.00
Route 44	Dancroft St. to West Greenville Rd.	Smithfield	SP	S	C		6.00		6.00			12.00
New London Avenue	Centreville Rd. to Providence St.	W. Warwick	SP	S	C		4.00					4.00
Future Highway Projects			SP	NS	C				7.00	13.00	13.00	33.00
Program Total						42.25	41.00	35.00	30.00	30.00	30.00	208.25

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Interstate Program

Project / Program	Limits	Function	Fund	phase	(Costs in Million Dollars)						
					2006	2007	2008	2009	2010	2011	Total
Interstate Design		SP	I	D	3.00	3.00	3.00	3.00	3.00	3.00	18.00
Interstate Lighting		SP	I	C	1.00	1.00	1.00	2.00	2.00	2.00	9.00
I-95 Safety & Bridge		SP	I	C	1.00			5.00	5.00	10.00	21.00
I-295 Safety & Bridge		SP	I	C	5.00	10.00	6.00	5.00	5.00		31.00
I-195 Bridges		SP	I	C	5.00	1.00	5.00				11.00
Program Total					15.00	15.00	15.00	15.00	15.00	15.00	90.00

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Phase

A: Administration C: Construction D: Design, preparation of final construction plans
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Major Projects with Multi Year Funding

Project / Program		Municipality	Function	Fund	phase	(Costs in Million Dollars)						
						2006	2007	2008	2009	2010	2011	Total
FRIP		Central Falls - N. Kingstown	SE	N	DRC	5.00	4.00					9.00
GARVEE Debt Service	Debt Service		A	BNI	A	41.80	44.80	44.80	45.00	47.80	47.80	272.00
Washington Bridge	Issuance	Providence, E. Providence	SP	G	DRC	[22.3]		[24.1]				[46.4]
Sakonnet River Bridge	Issuance	Portsmouth, Tiverton	SP	G	DRC	[48.2]		[45.7]				[93.9]
Quonset Access Road	Issuance	E. Greenwich, N. Kingstown	SE	G	DRC	[20.1]						[20.1]
I-195 Relocation	Issuance	Providence	SM	G	DRC	[89]		[56.2]				[145.2]
Program Total						46.80	48.80	44.80	45.00	47.80	47.80	281.00

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Phase

A: Administration C: Construction D: Design, preparation of final construction plans
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 S: Preliminary and environmental studies necessary to make implementation decision
 P: Planning

Planning Program

(Costs in Million Dollars)

Project / Program

Function

Fund

phase

2006

2007

2008

2009

2010

2011

Total

MPO Planning				SM	P	P	1.00	1.00	1.00	1.00	1.00	1.00	6.00
RIDOT Research				SM	P	P	.60	.60	.60	.60	.60	.60	3.60
RIDOT Planning				SM	PS	P	4.40	4.40	4.40	4.40	4.40	4.40	26.40
- West Bay Commuter Rail Study	Cranston, E. Greenwich, Kingston Station	Cranston, E. Greenwich, S. Kingstown											
- Pawtucket Commuter Rail Station	Study	Pawtucket											
Program Total							6.00	6.00	6.00	6.00	6.00	6.00	36.00

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Pavement Management Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Limits</i>	<i>Municipality</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Pavement Management Budget			SP	NS	C	20.00	20.00	20.00	20.00	20.00	20.00	120.00
Pavement Management Design			SP		D	X	X	X	X	X	X	
Crack Sealing - Thin Overlays			SP		C	X	X	X	X	X	X	
Park and Ride Lots						X	X	X	X	X	X	
Roads Proposed by RIDOT		"X" indicates anticipated year of implementation										
Meshanticut Interchange	Routes 2, 5, 33	Cranston					X					
Nate Whipple Highway	Route 122 to Mass. S/L	Cumberland						X				
Railroad Street	Main Street to Old River Road	Lincoln						X				
High Street	Spring St. to Payne Rd.	N. Shoreham				X						
Route 102	Route 101 to I-95	Scituate, W. Greenwich, Coventry, Foster					X	X				
Main Road (Route 138)	Highland Road to Mass. S/L	Tiverton					X					
Providence Street	Royal Mills Bridge to E. Main St.	W. Warwick				X						
Airport Road	Post Rd. to Warwick Avenue	Warwick				X						
Route 117	YMCA to Gauvin Avenue	Warwick					X					
Route 117	Diamond Hill Road to Tollgate Road	Warwick						X				
Dunn's Corner Road	Route 91 to Route 1	Westerly					X					
Route 91	Route 216 to Route 3	Westerly						X				
Route 146	Sherman Avenue to Route 295	Lincoln					X					

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Pavement Management Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Limits</i>	<i>Municipality</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Road Proposed by Communities in Prior TIP "X" indicates anticipated year of implementation												
Nayatt Road	Bluff Road to Washington Road	Barrington						X				
Poppasquash Road	Hope Street to Coggeshall Farm Road	Bristol					X					
Route 107	Union Ave. to Route 100	Burrillville					X					
Route 107	High School to Union Ave.	Burrillville				X						
Main Street	Division Street to First Avenue	E. Greenwich				X						
Taunton Ave.	Pawtucket Avenue to Mass S/L	E. Providence					X					
Route 165	Route 3 to CT. S/L	Exeter					X					
Route 44	West Greenville Road to Route 102	Gloicester					X					
Central Avenue	Route 5 to Providence Line	Johnston					X					
Danielson Pike	Scituate Reservoir to RI 6 (east)	Johnston				X						
Route 14 (Plainfield Pike)	Route 5 to Providence Line	Johnston						X				
Route 5 (Atwood Avenue)	Central Avenue to Route 14 (Plainfield Pike)	Johnston					X					
Route 116	Rt. 126 to Ashton Viaduct	Lincoln					X					
School St.	Main Street to Route 126	Lincoln				X						
Smithfield Avenue	Woodland Street to Front Street	Lincoln				X						
Smithfield Avenue	Cottage Street to Route 123	Lincoln				X						
Colebrook Road	Long Highway to Amy Hart Path	Little Compton					X					
Peckham Road	East Main Road to Main Road	Little Compton					X					
Route 2	Route 102 to East Greenwich Line	N. Kingstown					X					

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(Costs in Million Dollars)

<i>Project / Program</i>	<i>Limits</i>	<i>Municipality</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
West Main Street	Route 1 to Route 1A	N. Kingstown				X						
Woonasquattucket Avenue	Smith Street to Providence Line	N. Providence					X					
West Main Rd.	East Main Road to Route 24	Portsmouth, Middletown				X	X					
Elmwood Avenue	Trinity Square to Cranston	Providence				X						
Smith St.	I-95 to Academy Avenue	Providence					X					
Gainer Dam/Route 12	Gainer Dam	Scituate						X				
Elm St.	Broad St. to Beach St.	Westerly				X						
Railroad Avenue	Rail Station to Route 3	Westerly				X						
Diamond Hill Road	Cumberland T/L to Peter's River Bridge and Social St. to Mass. S/L	Woonsocket				X						

Proposed Roads for RIDOT Consideration

There is no commitment to project implementation

Resurface Broadcommon Rd.	Metacom Ave. to Gooding Ave.	Bristol
Resurfacing Chestnut St.	Metacom Ave. to Tupelo St.	Bristol
Central Street	Steere Farm Road to Route 102	Burrillville
Victory Highway Phase 1	Mapleville Main St to Oakland Bridge	Burrillville
Victory Highway Phase 2	Oakland Bridge to East Avenue	Burrillville
Arnold Road	New London Tpk to Tiogue Ave	Coventry
Hopkins Hollow Road	Pole 17 at roaring Brook to Pole 1 at Sand Hill Rd	Coventry
Cranston St. Pavement Mgmt.	Providence Line to Vinton Ave.	Cranston

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						2006	2007	2008	2009	2010	2011	
Park Ave. Pavement Management (Rt. 12)	Broad St. to Phenix Ave.(entire length of Park Ave.)	Cranston										
Phenix Ave. Pavement Mgmt	Cranston St. to Hope Rd.	Cranston										
High St and Diamond Hill Rd Impr.	Blackstone Street to Cumberland Library.	Cumberland										
Frenchtown Road	Route 2 to Shippee	E. Greenwich										
Tillinghast Road	Frenchtown Rd to South	E. Greenwich										
Resurface North Broadway	Oslo Ave. to Greenwood Av.	E. Providence										
East Killingly Road resurfacing.	Foster Center Road to Old Saw Mill Road.	Foster										
Old Plainfield Pike resurfacing.	Scituate TL to Route 102	Foster										
Resurfacing of Winsor Ave.	Greenville Ave. to Scituate town line	Johnston										
Crest Avenue/Boston Neck Rd Intersection	Crest Avenue /Boston Neck Rd Intersection	Narragansett										
Broadway Improvements (Resurfacing)	Bliss Rd. to Washington Sq.	Newport										
Stony Fort Road	Slocum Road to South Kingstown town line	North Kingstown										
Columbus Ave. Improvements	South Bend St. to Newport Ave.	Pawtucket										
Mineral Spring Ave. - Street Improvements	N. Providence Line to Conant St.	Pawtucket										

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						2006	2007	2008	2009	2010	2011	
Providence Citywide Resurfacing Projects	Chalkstone, O. Brown Rd. to Manton Ave.; Cranston St., Canonicus Sq. to Crans. Line; Dexter St., Crans. St. to Huntington Ex; Douglas Ave. Orms St. to N.Prov. Line; Olneyville Sq., Rt. 10 to Plainfield St.; Valley St., Pleasant Valley Prky to Delaine	Providence										
Heaton Orchard Road	Route 2 to Route 138	Richmond										
Main Rd Streetscape	Riverside Dr. to Narragansett Ave.	Tiverton										
Touisset Road and Long Lane	Touisset Road - head to Long Lane - end	Warren										
Warwick Neck Ave. Improvements	West Shore Rd. to end of Warwick Neck	Warwick										
Andrews Ave. Interim Resurfacing	Shippee St. to Willow St.	W. Warwick										
James P. Murphy Highway (West Warwick Business Park) Resurfacing	Quaker Lane (Rt. 2) to end of Business Park	W. Warwick										
Woodside Ave. Interim Resurfacing	Main St. (Rt. 115) to West Warwick Coventry Town Line	W. Warwick										
Post Road	Route 78 to Charlestown TL	Westerly										
School Street	Granite Street to Main Street	Westerly										
Shore Road	Oceanview Highway to Post Road	Westerly										
Davison Ave.	Manville Rd. to Hamlet Ave.	Woonsocket										
Knight Street	Cottage to Carnation Street	Woonsocket										
Traffic Safety Improvements To Carrington Avenue	Park Avenue to Manville Road	Woonsocket										

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 SP: System Preservation
 SE: System Expansion

Phase

A: Administration C: Construction D: Design, preparation of final construction plans
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Pavement Management Program

Project / Program	Limits	Municipality	Function	Fund	phase	(Costs in Million Dollars)						Total
						2006	2007	2008	2009	2010	2011	
Traffic Safety Improvements To Cumberland Street (RI 126)	Cass Avenue to Clinton Street	Woonsocket										
Winthrop Street	Elm to All Saints Street	Woonsocket										
Program Total						20.00	20.00	20.00	20.00	20.00	20.00	120.00

Funding Categories

B: Bridge C: CMAQ D: Discretionary/Demo
 G: GARVEE H: High Priority I: Interstate N: NHS
 P: Planning PLH: Public Land Highway
 R: Recreational Trails S: STP - Minimum Guarantee
 SR: Safety Redistribution

Function of Project/Program

A: Administrative
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Study & Development Program

Project / Program	Limits	Municipality	Function	Fund	phase	(Costs in Million Dollars)						
						2006	2007	2008	2009	2010	2011	Total
Study & Development Budget	Some additional funding through Highway Design		SD	NS	S	5.00	5.00	5.00	5.00	5.00	5.00	30.00
Highway Program - Continuing in S & D												
Pontiac Ave./Sockanosset Cross Rd. Intersection		Cranston										
Waterfront Drive -- Central Segment -- Newport Ave. Connector	Valley St. to Newport Av. Connector E. Pawtucket Ind. Hwy. to Newport Ave.	E. Providence E. Providence, Pawtucket										
Atwood Ave.	Rte. 6A to Central Ave.	Johnston										
Valley Rd./Green End Ave./Aquidneck Ave. Intersections		Middletown										
Post Road	West Main to Maxwell - Includes Bicycle Study Wickford to Quonset	N. Kingstown										
Route 1/4	West Allenton Rd. Int.	N. Kingstown										
Route 146	Rt. 99 to Rt. 146A	N. Smithfield										
Downtown Access/Newport Initiatives		Newport										
J.T. Connell Highway	Adm. Kalbfus Rotary to E. Main Rd./Coddington Hy	Newport, Middletown										
Moshassuck Valley Ind. Access Rd.	Providence line to Weeden St.	Pawtucket										
East Main Rd. - Includes Town Center	Middletown line to Rte. 24	Portsmouth										
Thurbers Avenue/Allens Avenue		Providence										
Westminster St.	Empire St. to Greene St.	Providence										

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Study & Development Program

Project / Program	Limits	Municipality	Function	Fund	phase	(Costs in Million Dollars)						Total
						2006	2007	2008	2009	2010	2011	
Route 1	Narragansett T/L to N. Kingstown T/L	S. Kingstown										
Airport Road Reconstruction	Post Rd. to Warwick Ave.	Warwick										
I-95/RI 4	Interchange	Warwick, E. Greenwich, W. Warwick										
Diamond Hill Rd.	Peter's River Bridge to Social St.	Woonsocket										
Highway Program - New to S & D												
Howard Avenue Roadway Improvements	Slate Hill Road to Pontiac Avenue	Cranston										
Roger Williams Avenue	Ruth Street to N. Broadway	E. Providence										
Route 146/116 Ramps	NW/SW Quadrants	Lincoln										
West Main Road - Left Turn Lanes	Raytheon to Forest Avenue	Portsmouth, Middletown										
Route 138 - includes 138/112 Intersection	S. Kingstown T/L to Hopkinton T/L	Richmond										
High Street	Kingstown Road to Main Street	S. Kingstown										
Main Street - Route 115	Route 116 (Hope) to Jackson Flat Road	Scituate										
Cedar Swamp Road - Rt. 5	Route 44 to Route 116	Smithfield										
Post Road/RI 37 Ramp Improvements	Lincoln Avenue to RI 37 Off-Ramp South	Warwick										
Church Street	New London Avenue to Cowesett Avenue - Route 3	W. Warwick										
Canal Street/White Rock Road	Railroad Avenue to High Street/Springbrook Road	Westerly										

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Study & Development Program

Project / Program	Limits	Municipality	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total
(Costs in Million Dollars)												
Bridge - S & D												
Route 6/10 Bridges		Providence										
Bicycle/Pedestrian Program - Continuing in S												
Poppasquash Rd. Bike/Ped. Path		Bristol										
Northwest Regional Bike Path		Burrilville, Glocester, N.Smithfield										
Shoreline Bikeway		Charlestown										
South Elmwood Spur Bicycle Path		Cranston										
Pontiac Secondary Bike Path		Cranston										
Conanicut Island Bike/Ped. Trail		Jamestown										
South County Bike Path - URI Connector		Kingston										
Pawtuxet Riverwalk		Warwick										
Bicycle/Pedestrian Program - New to S & D												
Aquidneck Island/Tiverton Bike Path												
I-195 Providence River Pedestrian Bridge		Providence										
Hope Spur to the Washington Secondary		W.Warwick, Coventry										
Providence Downtown Sidewalks		Providence										

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Study & Development Program

		(Costs in Million Dollars)											
Project / Program	Limits	Municipality	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total	
Interstate Program - S & D													
I-195/Taunton Avenue/ Warren Ave. Interchange Improvements		E. Providence											
I-95/I-295 Capacity Study		Statewide											
Program Total						5.00	5.00	5.00	5.00	5.00	5.00	30.00	

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Traffic Safety Program

(Costs in Million Dollars)

Project / Program

Function

Fund

phase

2006

2007

2008

2009

2010

2011

Total

Weather Stations	SM	NS	C	.20	.20	.20	.20	.20	.20	1.20
Traffic/Safety Design	SM	NS	D	3.00	3.00	3.00	3.00	3.00	3.00	18.00
Traffic Signal Repair/Improvements	SM	NS	C	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Traffic Monitoring	SM	NS	C	1.20	1.20	1.20	1.20	1.20	1.20	7.20
Striping	SM	NS	C	3.00	3.00	3.00	3.00	3.00	3.00	18.00
Signing Inventory/Improvements	SM	NS	C	1.00	1.00	1.00	1.00	1.00	1.00	6.00
Signal Construction	SM	S	C	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Repair Damaged Safety Devices	SM	NS	C	1.00	1.00	1.00	1.00	1.00	1.00	6.00
Lighting Repair and Improvements	SM	NS	C	1.00	1.00	1.00	1.00	1.00	1.00	6.00
Homeland Security	SM	NS	C	.50	.50	.50	.50	.50	.50	3.00
Hazard Elimination (Vehicular and Pedestrian Traffic, At-Grade Rail Crossings)	SM	SR	C	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Drainage Improvements	SM	S	C	1.50	1.50	1.50	1.50	1.50	1.50	9.00
Arterials	SM	S	C	1.60	1.60	1.60	1.60	1.60	1.60	9.60
Program Total				20.00	20.00	20.00	20.00	20.00	20.00	120.00

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Transit Program

(Costs in Million Dollars)

<i>Project / Program</i>	<i>Activity</i>	<i>FTA Program</i>	<i>Function</i>	<i>Fund</i>	<i>phase</i>	2006	2007	2008	2009	2010	2011	Total
Bus **												
** Includes Elmwood expansion property, facility capital improvements at existing sites, and security and transit enhancements												
Facilities-Admin/Maintenance	Upgrade/Expansion	5307	SP		C	1.55	4.53	1.38	.63	.63	.63	9.35
Management/Plan/Outreach/Training	Planning	5307	SP		C	.55	.55	.60	.65	.65	.65	3.65
Revenue Vehicles	Replacement	5307	SP			3.39	3.65	6.05	6.85	6.77	6.64	33.35
			Number of Vehicles			9	10	16	18	17	16	
	Replacement	5309 (Disc)	SP			5.00	5.00	5.00	5.00	5.00	5.00	30.00
			Number of Vehicles			14	14	13	13	13	12	
Revenue Vehicles Paratransit	Replacement	5310	SP			.60	.60	.60	.60	.60	.60	3.60
			Number of Vehicles			8	8	8	8	8	7	
	Replacement	5307	SP			1.85	.39	2.30	.72	.60	1.73	7.59
			Number of Vehicles			26	5	31	9	8	21	
Support Equipment/Supplies/Vehicles	Replacement	5307	SP		C	2.20	2.38	1.67	3.40	3.10	2.60	15.36
Support Equipment/Supplies/Vehicles	ITS	5307	SP		C	.25	2.50	2.00	1.75	2.25	1.75	10.50
Support Equipment/Supplies/Vehicles	Preventive Maintenance	5307	SP		C	9.50	5.00	5.00	5.00	5.00	5.00	34.50
Transit Operations	Rural Operations/RTAP	5311	SP		C	.64	.64	.64	.64	.64	.64	3.83
Transit Operations	Intercity Bus Support	5311	SP		C	.10	.10	.10	.10	.10	.10	.60
Transit Operations	Job Access/Reverse Commute	3037	SP		C	2.00	2.00	2.00	2.00	2.00	2.00	12.00
Rail **												
** Fixed Guideway partially funded by CMAQ. Refer to South County Commuter Rail item in CMAQ program												
Fixed Guideway	RI Integrated Intermodal Transp.	5309/New Start	SE	FTA	C	18.57	7.44	5.24				31.25
Fixed Guideway	Commuter Rail Stations - Facilities & Equipment	5309 RIDOT	SE	FTA	C	2.37						2.37
Fixed Guideway	Commuter Rail Stations - Design/Construction	5309 RIDOT	SE	FTA	C				1.00	1.00	.60	2.60

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Transit Program

						(Costs in Million Dollars)						
Project / Program	Activity	FTA Program	Function	Fund	phase	2006	2007	2008	2009	2010	2011	Total
Fixed Guideway	Pilgrim Partnership III	5309 RIDOT	SE	FTA	C					3.00	3.00	6.00
	Rail Shuttle: Prov. To Warwick	5309 RIDOT	SE	FTA	C		.40					.40
Program Total						48.58	35.18	32.58	28.34	31.34	30.94	206.95

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AIRPORT IMPROVEMENT PROGRAM

The Capital Improvement Program for the Rhode Island Airport Corporation is included in the TIP for informational purposes. There are six state owned and operated airports:

PVD T.F. Green State Airport in Warwick
OQU Quonset State Airport in North Kingstown
SFZ North Central State Airport in Smithfield
UUU Robert F. Wood Airpark [Newport] in Middletown
WST Westerly State Airport in Westerly
BID Block Island State Airport in New Shoreham

**RHODE ISLAND AIRPORT CORPORATION
CAPITAL IMPROVEMENT PROJECT (CIP)
FY 2006 BUDGET**

Item #	Year	Project #	Project	Total Current Budget	Est. Expenditures through FY 2005	FY 2006 Estimated Cost	FAA %	FAA/ TSA	2005 BONDS	2000 BONDS	1998 BONDS	PFC	Other	RIAC
T.F. Green														
1	2000	004	Glycol Waste Management Program	4,000,000	3,221,851	778,149	75%	583,612			194,537			-
2	2000	029	Glycol Tank Farm & Fuel Farm AOA Fencing	950,000	135,301	814,699				814,699				-
3	2001	036	New Airfield Maintenance Facilities	18,043,761	1,782,503	7,619,230				7,619,230				-
4	2003	087	Upgrade of Operations Building	345,500	79,847	265,653	75%	199,240						66,413
5	2005	088	Blast Proofing Terminal Glass	240,000		240,000	75%	180,000	60,000					-
6	2003	091	Miscellaneous Security Enhancements	1,232,412	244,401	988,011	75%	741,008	59,915					187,088
7	2004	096	Compressed Natural Gas (CNG) Station	765,000		765,000							765,000	-
8	2004	102	In-Line EDS/Non-EDS Related Infrastructure	47,258,152	2,639,842	26,770,986			16,664,231	806,755		9,300,000 (a)		-
9	2004	104	Operations Building Repairs	150,000	12,745	137,255								137,255
10	2004	117	Airport Security Display Processor	1,182,151	991,451	190,700	100%	190,700						-
11	2004	118	Camera Tracking Airport Surveillance	1,210,007	954,031	255,976	100%	255,976						-
12	2005	121	Environmental Impact Statement (Phase 2&3)	7,708,956	1,563,166	2,547,895	41%	1,045,935		1,376,960				125,000
13	2005	123	Security Checkpoint Modification	27,382,854		19,167,998			13,782,995	485,003		4,900,000 (a)		-
14	2006	124	Aeronautical Study/Environmental Assessment	333,333	119,642	213,691	75%	160,268						53,423
15	2005	128	Terminal Entrance Bollards	300,000	85,661	214,339	75%	160,754	53,585					-
16	2005	131	Garage Projects	2,077,296		1,038,648				310,292	728,356			-
17	2006	136	Delivery Drive Upgrades	670,000		150,000								150,000
18	2006	139	Snow Management Plan	30,000		30,000								30,000
19	2006	140	Environmental Status Report	300,000		300,000								300,000
20	2006	141	Boundary Survey	120,000		120,000								120,000
21	2006	142	Airport Road Culvert	60,000		60,000								60,000
22	2006	143	Drainage Master Plan	200,000		200,000								200,000
23	2006	147	Obstruction Removal - Easements	3,100,000		518,477	75%	388,858		129,619				-
24	2006	148	ARFF Building Study/Design/Rehabilitate	2,060,106		103,000								103,000
25	2006	149	Terminal Building Improvements (Replace Carpet)	1,390,500		695,250			695,250					-
26	2006	150	Hangar 2 - Interior Remodel and Roof Replacement	981,075		185,400			185,400					-
Total T.F. Green Construction				122,091,103	11,830,440	64,370,358		3,906,351	31,501,376	11,542,558	922,893	14,200,000	765,000	1,532,179
27	2004	098	Noise Mitigation - Land Acquisition Phase 3	6,250,000	6,267,981	45,129	80%	36,103						9,026
28	2004	109	Noise Mitigation - Land Acquisition Phase 4	6,280,000	5,436,512	843,488	80%	650,790	394,786					(202,088)
29	2005	132	Noise Mitigation - Land Acquisition Phase 5	12,560,000		12,460,000	80%	9,920,000	2,540,000					-
Total T.F. Green Noise Mitigation				25,090,000	11,704,493	13,348,617		10,606,893	2,934,786	-	-	-	-	(193,062)
Total T.F. Green				147,181,103	23,534,933	77,718,974		14,513,245	34,436,162	11,542,558	922,893	14,200,000	765,000	1,339,117
Block Island														
30	2001	047	New Terminal Building	2,060,000	3,216	205,678	25%	51,420	154,259					-
31	2004	106	Rehabilitate RW 10/28 & RSAs	2,060,000		166,667	95%	158,334	8,333					-
32	2005	119	Environmental Assessment	83,430		83,430	95%	79,259						4,172
33	2006	153	Construct Entrance Roadway	515,000		51,500	95%	48,925						2,575
34	2006	155	Extend TW C to R/W 10	772,500		77,250	95%	73,388						3,863
Total Block Island				5,490,930	3,216	584,525		411,324	162,592	-	-	-	-	10,609

(a) PFC Funding is subject to the anticipated approval of RIAC's PFC Application by the FAA. To the extent necessary, these projects will be funded from bond proceeds until FAA approval to impose and use PFCs is received.

**RHODE ISLAND AIRPORT CORPORATION
CAPITAL IMPROVEMENT PROJECT (CIP)
FY 2006 BUDGET**

Item #	Year	Project #	Project	Total Current Budget	Est. Expenditures through FY 2005	FY 2006 Estimated Cost	FAA %	FAA/ TSA	2005 BONDS	2000 BONDS	1998 BONDS	PFC	Other	RIAC
North Central														
35	2002	076	Environmental Compliance Projects	350,000	190,130	159,870							159,870	-
36	2005	125C	Rehabilitation Runway 5/23 - Construction	1,744,318		174,432	95%	165,710						8,722
37	2005	125D	Rehabilitation Runway 5/23 - Design	360,682	174,143	186,539	95%	177,212						9,327
38	2005	126	Off Airport Obstructions Removal Easements	528,365	172,370	355,995	95%	338,195						17,800
39	2005	127	Design and Remove On Airport Obstructions	1,540,500		1,540,500			1,540,500					-
40	2005	129	Glycol Collection System	75,354	12,129	63,225								63,225
41	2006	134	Aircraft Apron Rehabilitation	1,200,000	95,681	1,104,319						1,104,319		-
42	2006	158	Off Airport Obstruction Removal	540,750		54,075	95%	51,500						2,575
43	2006	159	TW A Rehabilitation	633,450		103,000	95%	97,850						5,150
44	2006	161	Develop Noise Contour	15,450		15,450								15,450
45	2006	162	Define Airport Influence Area	15,450		15,450								15,450
Total North Central				7,004,319	644,453	3,772,855		830,468	1,540,500	-	-	1,104,319	159,870	137,698
Newport														
46	2004	110	Acquire Off Airport Obstruction Easements	1,651,804	337,775	1,314,029	95%	1,248,328						65,701
47	2006	163	Remove Off Airport Obstructions	540,750		54,075	95%	51,371						2,704
Total Newport				2,192,554	337,775	1,368,104	2	1,299,699	-	-	-	-	-	68,405
Quonset														
48	2004	108	Rehabilitate Taxiway W	1,129,444	144,616	984,828	95%	935,587						49,241
49	2005	130	Demolition of Structures (LPH1/Silos)	761,000	411,956	349,044			761,000					(411,956)
50	2006	135	Aircraft Apron Rehabilitation	1,111,000	107,700	1,003,300						1,003,300		-
51	2006	168	Improve Airport Erosion Control (Phase 2 - Seawall)	1,133,000		113,300	95%	107,635						5,665
52	2006	172	Construction of LPH-1	4,326,000		1,730,400			1,730,400					-
Total Quonset				8,460,444	664,272	4,180,872		1,043,222	2,491,400	-	-	1,003,300	-	(357,050)
Westerly														
53	2000	049	RPZ Acquisition Easements Runway 32	543,351	241,192	302,159	95%	271,943						30,216
54	2004	111/113	Design & Remove On Airport Obstructions	765,000	166,911	598,089	95%	520,684						77,405
55	2004	112	Rehabilitate Runway 7-25, TW's A, B & C and Apron	3,519,880	158,469	3,361,411	95%	1,894,049				1,367,676		99,686
56	2006	133	Acquire Off Airport Obstruction Easements	1,179,207	144,992	1,034,215	95%	982,504						51,711
57	2004	156	Remove Off-Airport Obstructions	1,081,500		108,150	95%	102,743						5,408
58	2006	157	Rehabilitate / Construct SRE Building	772,500		77,250	95%	73,388						3,863
Total Westerly				7,861,438	711,564	5,481,274		3,845,310	-	-	-	1,367,676	-	268,288
Total RIAC				178,190,788	25,896,213	93,106,604		21,943,267	38,630,654	11,542,558	922,893	17,675,295	924,870	1,467,067

(a) PFC Funding is subject to the anticipated approval of RIAC's PFC Application by the FAA. To the extent necessary, these projects will be funded from bond proceeds until FAA approval to impose and use PFCs is received.

INDIAN RESERVATION ROADS

The Indian Reservation Road (IRR) Program for the Narragansett Indian Tribe for FY 2006 and 2007 is included in the TIP for informational purposes.

Insert IRR Program
(not yet available)

TRANSPORTATION IMPROVEMENT PROGRAM – LIST OF ACRONYMS

1R	Resurfacing	RFP	Request For Proposal
ADA	Americans with Disabilities Act	RIDOT	Rhode Island Department of Transportation
CMAQ	Congestion Mitigation/Air Quality	RIPTA	Rhode Island Public Transit Authority
CO	Carbon Monoxide	RTAP	Rural Transit Assistance Program
FFY	Federal Fiscal Year	STP	Surface Transportation Program
FRIP	Freight Rail Improvement Project	TAC	Transportation Advisory Committee
FTA	Federal Transit Administration	TCM	Transportation Control Measure
FY	Fiscal Year	TEA-21	Transportation Equity Act for the 21 st Century
GARVEE	Grant Anticipation Revenue Vehicle	TEAC	Transportation Enhancement Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TIP	Transportation Improvement Program
ITS	Intelligent Transportation System	TMDL	Total Maximum Daily Load
MPO	Metropolitan Planning Organization	VOC	Volatile Organic Compounds
NAAQS	National Ambient Air Quality Standards		
NOx	Nitrogen Oxides		
PLH	Public Lands Highway		

APPENDIX A

PROJECT SOLICITATION



State of Rhode Island
Department of Administration
Statewide Planning Program
One Capitol Hill
Providence, RI 02908-5872

October 2004

FY 2006-2007 Transportation Improvement Program (TIP)

The State Planning Council is beginning to develop the Transportation Improvement Program (TIP) for federal fiscal years 2006-2007. This document and the attachments explain the TIP process and provide forms and instructions necessary for submitting project proposals.

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NEW THIS YEAR

- **Project proposal submission forms are available in Microsoft Excel. These files are available on disk or directly from our website <http://www.planning.ri.gov>. Paper copies of the applications are still required.**
- **Joint TIP and Enhancement Workshops will be held in November and December of 2004 (rather than in January as in years past) allowing the cities and towns more time to schedule local public hearings. Applications submitted with public hearing dates after the proposal deadline will NOT be accepted.**
- **Proposal evaluation criteria have been revised by the Transportation Advisory Committee and the State Planning Council. There is a new section on Safety, Security, and Technology, as well as a modified point scale.**
- **Sign up for Statewide Planning's monthly electronic newsletter for updates and reminders . <http://www.planning.ri.gov/news/news.htm>.**

BACKGROUND

The TIP is a multi-year program of highway (including bicycle and pedestrian), transit (bus, rail, and ferry), intermodal, airport, and rail freight projects. The State Planning Council, acting as the single statewide Metropolitan Planning Organization (MPO) in Rhode Island adopts it every two years.

PROCESS FOR DEVELOPING THE TIP

The TIP is developed according to the State Planning Council's Rule IX, "Transportation Planning and Public Involvement Procedures." The Statewide Planning Program prepares the TIP in cooperation with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA), with the participation of interested cities and towns and the public.

The State Planning Council's Transportation Advisory Committee (TAC) works with the staff in developing a draft TIP. Membership of the TAC reflects a diversity of geographic parts of the state and of transportation interests, such as users and operators, environmental and economic development organizations, state and local officials, and interested citizens.

Cities and towns, through their municipal chief executives, may submit project proposals. Citizens, state agencies, and non-profit agencies may also submit proposals, provided that the proponent obtains a letter of support from the chief executive(s) or planning director(s) of the city(ies) or town(s) in which it is located. All projects must be consistent with the local comprehensive plan(s).

All proposals are presented at one of several public hearings to be conducted by the Transportation Advisory Committee (TAC). Following evaluation and scoring of proposals by the TAC, a draft TIP will be prepared, and opportunity for local and public comment will be provided. Following revisions to reflect public input, a final draft TIP will be presented to the State Planning Council for adoption. Enclosed (on green paper) for your information is a preliminary schedule for the TIP process.

FUNDING CONSTRAINTS

The Transportation Equity Act for the 21st Century (TEA-21), the federal legislation under which RI receives funding for its transportation programs continues the major policies of the previous six-year act "ISTEA". It is required that TIPs be financially constrained; that is, the total amount of money programmed may not exceed that authorized in the act. The program must be realistic, not a "wish list." As TEA-21 expired on September 30, 2003 and has been kept alive through a series of extensions, there is no six year bill which provides future funding allocations. Therefore, we have assumed a funding level equal to the last three fiscal years.

Since we are committed to the completion of projects in the current TIP, and since federal funds available to Rhode Island may be reduced, it will be possible to add only a very limited number of new projects. Communities are urged to prioritize their needs and concentrate their efforts on a few critical projects, rather than submitting a long list.

PROJECT PROPOSAL SUBMISSION LIMITS

The limit on the number of projects that can be submitted by municipalities will be continued to reflect serious anticipated funding constraints as well as the time involved in preparing and evaluating proposals. The formula, based on population, is the same formula used in the solicitation of projects for the Comprehensive Economic Development Strategy and allows between 2 and 6 projects to be submitted by each municipality:

<u>2000 Population (U.S. Census)</u>	<u>Number of Projects</u>
<20,000	2
20,000-40,000	3
40,001-70,000	4
70,001-100,000	5
>100,000	6

There are several exceptions: Enhancement¹, CMAQ, resurfacing, and regional projects are exempt from the limit. Additionally, communities which have state designated Enterprise Zones (EZ) may submit one additional project if the project is located within the EZ. A table showing the number of projects your community may submit appears on the blue attachment.

State agencies (excluding RIDOT and RIPTA) may submit no more than 6 projects. Non-profit organizations and members of the public may submit projects, and based on previous submissions, there is no compelling reason to impose limits. Such proposals must be approved by the city or town in which they are located (via a letter from the planning director or chief executive), and they do **not** count against a municipality's limits.

REQUESTS FOR PROJECT PROPOSALS

The following types of projects are eligible for federal funding: resurfacing, reconstruction, or construction of roads that are federal aid system eligible (functionally classified above, but not including, urban local or rural minor collector; see map at <http://www.dot.state.ri.us/WebMaps/maps/Functionalmap.pdf>); transit improvements and ridesharing projects; bicycle/pedestrian projects; and Congestion Mitigation and Air Quality projects. Transportation Enhancement projects are being solicited separately. Please refer to the Submission Instructions (salmon attachment) for more details on various project categories. All project proposals must be in conformance with the state transportation plan, *Transportation 2025*, the state's long range transportation plan², adopted August 2004 (State Guide Plan Element 611) and local comprehensive plans.

¹ A separate solicitation of Enhancement projects by RIDOT is currently underway.

² Available on line at the Statewide Planning website: <http://www.planning.ri.gov/transportation/cover.pdf>.

While some projects in the current TIP are proceeding as scheduled, others are still waiting to advance. This is particularly true for the “Resurfacing” category where projects far exceed available resources. However, those projects planned for construction (see attached Pavement Management Program Status Report on gold paper) will remain in the TIP³. Resurfacing projects identified as “Unprogrammed” must be resubmitted. If your city or town has projects in other programs of the current TIP, you do not have to submit them again this year. There is one important exception to this policy. If your community’s project was assigned to the “Study and Development” category of the TIP, and you are proposing that the project proceed differently than was recommended by the RIDOT study, you should resubmit that project. (Please see the attached list on lavender paper.) Moreover, if your city or town wishes to remove or modify a project presently scheduled in the TIP, please let us know. A complete list of current TIP projects and amendments is available at <http://www.planning.ri.gov/tip/default.htm>.

Project requests must be submitted on the enclosed forms. For your convenience, these forms may be completed electronically. The forms are available on our website, or by calling 222-1237. *Please note that resurfacing projects should be submitted on the one page form provided (buff colored paper).* All other projects should be submitted on the attached three page form (white). All forms must be complete and as brief as possible. **Projects must be prioritized**, including Regional, CMAQ and EZ projects. **Resurfacing projects must be prioritized separately, beginning with #1.** Maps must be provided for individual projects. **Additionally, each municipality must submit one map of the entire city or town showing the location and limits of all projects submitted.** Please be sure that the maps clearly show project locations identified with street names and/or route numbers. Because of the very limited federal and state funds available, the willingness of a community to contribute financially to a project will be considered, and this information must appear on the form. Eight (8) copies of all forms and supporting materials must be submitted. Local governments are urged to involve the public in the preparation of their recommendations through advisory committees, public meetings, and other methods. Demonstrated public support and involvement affect project rankings. At a minimum, **city and town governments**, if they decide to submit proposals, **shall hold a local public hearing on projects they intend to submit for the TIP**, after public notice in accordance with local procedures, and prior to the proposal submission deadline of February 4, 2005. **Applications with hearing dates after February 4, 2005 will not be accepted.**

³ Note that projects included in the Pavement Management Program will remain in the TIP as candidate projects, subject to RIDOT prioritization. Staff may solicit additional information on proposed resurfacing projects to assist in prioritization.

CRITERIA FOR EVALUATION OF PROPOSED PROJECTS

Most projects will be reviewed by the TAC using project evaluation criteria adopted by the State Planning Council (see enclosure on pink paper). Up to 20 points can be given in each of six major categories:

- Mobility benefits
- Cost-effectiveness
- Economic development impact
- Environmental impact
- Degree of support of local and state goals and plans
- Safety, security, and technology (new as of September 2004)

The previous scoring system allowed zero to five points for each individual item. The revised scoring system permits a scale of *negative five* to five. Projects that would result in a negative impact could lose points.

Enhancement projects and CMAQ projects undergo a separate review process prior to inclusion in the TIP.

WORKSHOPS

You are invited to attend any of the workshops for local officials and the public that Statewide Planning, RIDOT, and RIPTA will hold in November and December to explain the TIP process and Enhancement Program, including local procedures for public involvement. This will be a very good opportunity to pose questions and discuss preliminary project ideas. For example, RIDOT engineering staff may be able to assist a community in deciding whether a particular road segment requires resurfacing or reconstruction. Additionally, maps of federal aid system eligible roads will be available. A flyer with workshop dates and locations is included.

SUBMISSION OF PROPOSED PROJECTS

All proposals **must** be presented at one of several public hearings to be conducted by the Transportation Advisory Committee (TAC) at locations around the state in January or February. Another flyer with public hearing dates and locations is included. Presentation of a proposal can be via an oral or written statement for the record delivered at a hearing which identifies the proposer and *briefly* describes each proposal in terms of location and nature or scope of work requested. You are strongly encouraged to attend the hearing in your region. Project Proposal Forms do **not** have to be submitted at the public hearing at which a proposal is presented; but **8 copies of all Project Proposal Forms must be received by the Statewide Planning Program by 4:00 p.m. on Friday, February 4, 2005.** The Municipal Submission Cover Sheet (yellow attachment) must be signed and must accompany the submission. An electronic file (provided by e-mail or on a disc) is encouraged, but not required.

Although the workshop and hearing schedules are confirmed, if there are any changes due to a weather event or other unforeseen circumstances, they will be posted at www.planning.ri.gov.

Lastly, we will be providing monthly announcements, updates, and reminders via Statewide Planning's electronic newsletter. You are encouraged to subscribe if you have not done so already. <http://www.planning.ri.gov/news/news.htm>

We hope to work cooperatively with cities and towns in preparing a TIP that results in a more efficient transportation system and full public participation in its development. If you have any questions about the upcoming TIP, please contact Katherine Trapani, Supervising Planner at 222-6479 or katherinet@mail.state.ri.us.

Enclosures:

1. Cover Sheet for Municipal Submissions (yellow)
2. Project Proposal Form (white)
3. Proposal Form for Resurfacing Projects (buff)
may be copied on white paper
4. Submission Instructions (salmon)
5. Project Submission Limits (blue)
6. TIP Process and Schedule (green)
7. Pavement Management Program Status Report (gold)
8. Study and Development Status Report (lavender)
9. Sidewalk Project Request Recommendations (yellow)
10. Project Evaluation Criteria (pink)
11. Workshop Announcement (blue)
12. Public Hearing Announcement (green)
13. Regional Map (buff)

All of these materials, as well as electronic forms for Items 1, 2 and 3, are available at <http://www.planning.ri.gov/tip/TIPprojects.pdf>

TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2006-2007

PROCESS and SCHEDULE

	2004			2005								
TASK	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT
COMMUNITY OUTREACH												
PROPOSAL SUBMISSION												
Initial notice (e-newsletter)	X											
Solicitation to officials		X										
Public notice		X										
Workshops (11/10, 11/16, 12/2, 12/8)		X	X	X								
C/T prepare applications and conduct local public hearing												
Hearing notice				X								
Public hearings (1/31, 2/1, 2/2, 2/4)												
Submission deadline (2/4)					X							
PREPARE DRAFT TIP												
Staff review of proposals												
Regional subcommittee scoring												
Subcommittee report							X					
Staff prepares draft TIP												
Tech. Com./SPC meetings (5/6, 5/12)								X	X	(authorize public hearing)		
Distribute draft TIP								X				
AIR QUALITY CONFORMITY												
Interagency consultation		X			X							
Travel demand / emissions model												
Draft report								X				
Public review												
Final report											X	
REVIEW AND COMMENT												
TAC meeting (5/26)								X				
Tech. Com./SPC meetings (6/3, 6/9)								X	X			
Advertise/send notices								X	X			
Public hearings/TAC approval (6/30)									X			
Revise draft												
Distribute final draft										X		
ADOPTION												
Tech. Com./SPC meetings (8/5, 8/11)											X	X
Submit to FHWA, FTA, EPA												X

Dates are subject to change. Please check www.planning.ri.gov.

PRELIMINARY 12/1/04

PROJECT SUBMISSION LIMITS

COMMUNITIES WITH ENTERPRISE ZONES ARE PERMITTED TO SUBMIT ONE ADDITIONAL TIP PROJECT PROPOSAL, IF THAT PROJECT IS IN AN ENTERPRISE ZONE.

IN CASES WHERE A SINGLE ENTERPRISE ZONE IS LOCATED IN MULTIPLE COMMUNITIES, PROJECTS MAY BE SUBMITTED JOINTLY BY TWO OR MORE COMMUNITIES AS A REGIONAL PROJECT, WHICH WOULD BE EXEMPT FROM PROJECT LIMITS.

Transportation Improvement Program Project Limits with Enterprise Zones				
Community	2000 Population	Enterprise Zone	Number of TIP Projects	Maximum Number of Projects (one must be in EZ)
Barrington	16,819		2	2
Bristol	22,469	yes	3	4
Burrillville	15,796		2	2
Central Falls	18,928	yes	2	3
Charlestown	7,859		2	2
Coventry	33,668		3	3
Cranston	79,269	yes	5	6
Cumberland	31,840	yes	3	4
East Greenwich	12,948		2	2
East Providence	48,688	yes	4	5
Exeter	6,045		2	2
Foster	4,274		2	2
Glocester	9,948		2	2
Hopkinton	7,836		2	2
Jamestown	5,622		2	2
Johnston	28,195		3	3
Lincoln	20,898	yes	3	4
Little Compton	3,593		2	2
Middletown	17,334		2	2
Narragansett	16,361		2	2
New Shoreham	1,010		2	2
Newport	26,475		3	3
North Kingstown	26,326		3	3
North Providence	32,411		3	3
North Smithfield	10,618		2	2
Pawtucket	72,958	yes	5	6
Portsmouth	17,149	yes	2	3
Providence	173,618	yes	6	7
Richmond	7,222		2	2
Scituate	10,324		2	2
Smithfield	20,613		3	3
South Kingstown	27,921		3	3
Tiverton	15,260	yes	2	3
Warren	11,360	yes	2	3
Warwick	85,808		5	5
West Greenwich	5,085		2	2
West Warwick	29,581	yes	3	4
Westerly	22,966		3	3
Woonsocket	43,224	yes	4	5
TOTAL	1,048,319		107	120

NOTES:

11/27/2001

1. This formula is based on the Comprehensive Economic Development Strategy and has been adopted by the State Planning Council.
2. Resurfacing, CMAQ, Enhancement, and Regional project proposals are exempt from project limits.
3. State agencies (excluding RIDOT and RIPTA) may submit a maximum of 6 projects.
4. Projects submitted by members of the public must be approved by the municipality but do not count against the municipality's limit.

FY 06-07 TIP SUBMISSION INSTRUCTIONS

TYPE OF PROJECT	EXAMPLES OF ELIGIBLE ACTIVITIES	SPECIAL INSTRUCTIONS	INCLUDED IN SUBMISSION LIMIT?
Bicycle/ Pedestrian	Bike path, bike lane, sidewalk construction	<p>New sidewalks (where none currently exist) are typically full highway reconstruction projects (due to drainage, utility and ROW typically required), and should be submitted as Study and Development.</p> <p>Upgrading existing sidewalks can be done as part of a resurfacing or 1R project under Pavement Management.</p> <p>Upgrading existing sidewalks (including ADA compliance) that are NOT part of a 1R can be submitted as a Bicycle Pedestrian Project.</p> <p>Sidewalks that are part of a beautification or streetscape project may be submitted for Enhancement funding (<i>see below</i>). Projects already programmed in the TIP do not need to be resubmitted.</p> <p><i>Please refer to Sidewalk Status Report on yellow paper</i> for instructions on previously submitted sidewalk projects.</p>	Yes
Bridge	Bridge construction, rehabilitation	Bridge projects are programmed by RIDOT; they are not submitted through the TIP process. Please contact Bob Shawver of RIDOT at 222-4203, ext. 4224.	Not Applicable
CMAQ (Congestion Mitigation and Air Quality)	Projects that benefit air quality such as: transit service, bicycle facilities, clean fuel vehicles, congestion management, ITS	There is no separate CMAQ solicitation. Use the standard TIP Project Proposal form. All CMAQ projects will be referred to the Air Quality/Transportation Subcommittee for evaluation. All CMAQ projects in the current TIP must be resubmitted.	No
Enhancements	Bicycle, pedestrian, historic preservation, tourism, landscape, museums, environmental mitigation	<i>Separate solicitation and evaluation process. Contact Tom Queenan at RIDOT for instructions and application forms (222-4203, ext. 4239). Deadline: February 4, 2005.</i>	No
Highway	Highway widening or reconstruction, with drainage improvements, and/or new sidewalk construction; new facilities	Projects already in the Highway Program in the TIP DO NOT need to be resubmitted. Applicants are advised that funding for new highway construction and/or major reconstruction projects is extremely limited. (Most new projects must go through Study and Development Program first, unless applicant supplies feasibility and preliminary engineering study.)	Yes
Intermodal	Park and ride lot, intermodal center, ferry landing, etc.	Projects already in the TIP do not need to be resubmitted.	Yes

FY 06-07 TIP SUBMISSION INSTRUCTIONS

TYPE OF PROJECT	EXAMPLES OF ELIGIBLE ACTIVITIES	SPECIAL INSTRUCTIONS	INCLUDED IN SUBMISSION LIMIT?
Interstate	I-95, I-195, I-295	Interstate projects programmed are by RIDOT.	Not Applicable
Pavement Management/ Resurfacing	Federal Aid System eligible roadways only. May include repairs to existing sidewalks.	<i>Please refer to the Pavement Management Program Status on gold paper.</i> Projects planned for construction DO NOT need to be resubmitted. <u>If communities wish to pursue projects that appear on the list as “unprogrammed,” they must resubmit and prioritize these projects.</u> Other projects not on this list may be submitted, but please be advised that funding is extremely limited. <i>Please use the Resurfacing form.</i>	No
Regional	Corridor studies, transit service, highway	Two or more communities may jointly submit a project of regional scale (only one form is necessary). The project must be approved and signed by all municipalities in the project area.	No
Study and Development	Almost all new projects must be evaluated through the Study and Development program to define scope and estimate costs. This includes intermodal, highway, etc., but excludes resurfacing proposals.	<i>Please refer to the Study and Development list on purple paper.</i> <ul style="list-style-type: none"> • Projects <u>currently in Study and Development that are not complete do not have to be resubmitted.</u> • Projects <u>currently in Study and Development that are ready for TAC evaluation do not have to be resubmitted,</u> but there is no guarantee that all of these projects will be funded/scheduled. • <i>If a city or town disagrees with RIDOT's project recommendation, the project may be resubmitted.</i> On resubmittals, reconsideration of project scope to minimize costs is strongly advised. 	Yes
Traffic/Safety	Intersection improvements, signalization, turning lanes, drainage, striping, railroad crossings	Projects already in the TIP do not need to be resubmitted. Traffic calming proposals that are limited in scope may be submitted under this category for evaluation by RIDOT. Major new projects that have traffic calming elements should be submitted as Study and Development.	Yes
Transit	New service initiatives, new vehicles, train stations.	Projects already in the TIP do not need to be resubmitted.	Yes

STATE PLANNING COUNCIL TRANSPORTATION ADVISORY COMMITTEE

Transportation Improvement Program Project Evaluation Criteria

- 1. Mobility benefits**
 - a. number of travelers served, or volume of freight transported
 - b. level of service improved, congestion reduced; or efficiency of freight service improved
 - c. number of modes provided for (multimodal) and linkages among different transportation modes (intermodal)
 - d. regional scale and impact
 - e. mobility provided to transit users and people not using personal motor vehicles
 - f. improvement of user comfort, convenience, or information
 - g. promotes walkability and bikeability of neighborhoods; retains community and quality-of-life values
 - h. consistency with environmental justice for minority and low-income populations
 - i. improvement of urban and village centers and/or preservation of open space
 - 2. Cost-effectiveness**
 - a. capital cost in proportion to travel benefit (time, distance, or delay reduced, etc.) or economic benefit
 - b. project uses innovative and low cost alternative designs
 - c. utilization and preservation of existing infrastructure (including improvement in pavement condition), consideration of future maintenance, operating, and capital costs
 - d. potential to leverage federal transportation funds with other public or private investment
 - e. project scaled back to achieve cost savings
 - 3. Economic development**
 - a. support of state-designated enterprise zones
 - b. creation or retention of jobs, as by improving access to employment centers
 - c. facilitating the movement of goods
 - d. encourages tourism (by enhancing or improving access to historical, recreational, cultural, and scenic assets)
 - e. benefit to economically disadvantaged populations
 - f. results in rehabilitation of brownfield sites, reuse of a certified mill building(s), and/or is located in a state designated growth center
 - 4. Environmental impact**
 - a. improves air quality
 - b. promotes energy conservation
 - c. improves water quality
 - d. protection and enhancement of environmental resources
 - e. preservation and enhancement of scenic and historic districts or viewscapes, or improvement of visual appeal
 - f. contribution to a greenways system
 - 5. Degree of support to local and state goals and plans**
 - a. priority given by local government compared to other projects
 - b. past commitment such as completion of studies or design and provision of local funding share
 - c. linkage with other local projects
 - d. cooperation among two or more municipalities
 - e. implements land use, housing, and other goals and policies of local comprehensive plans
 - f. implements the state transportation plan and other State Guide Plan elements
 - g. degree of public support
 - 6. Safety / Security / Technology**
 - a. corrects a significant safety problem or enhances safety
 - b. improves walking and bicycling safety on routes to schools and other public facilities, especially for children and the elderly
 - c. improves evacuation route
 - d. improves interstate diversionary route
 - e. serves hospital or other public safety facility
 - f. improves security of a critical asset or system
 - g. enhances Intelligent Transportation System network
- Instructions:**
1. Each measure can be scored on a scale of -5 to 5 (a negative score should be used when the project has a negative impact; zero should be used when there is no impact or the criterion is not applicable).
 2. The sub-total in each category can not be more than 20 or less than -20.
 3. The maximum total score is 120.

TRANSPORTATION IMPROVEMENT PROGRAM

Guidance on Applying Criteria for Evaluation of Project Proposals

1. MOBILITY BENEFITS

a. Number of travelers served, or volume of freight transported

For highways, indicators are average daily traffic (ADT) and number of bus routes, runs, or passengers. ADT in Rhode Island typically ranges as follows:

heaviest urban Interstates	100,000-160,000
other 4-lane highways	20,000-100,000
most 2-lane highways	2,000- 20,000
low-volume 2-lane highways	less than 2,000

Traffic counts are not done for most low-volume roads. For bicycle/pedestrian facilities, an indicator is trip generation potential - e.g., number of people expected to use them (for example: near schools, tourist areas, elderly housing, etc.). For freight rail projects, indicators are number of trains, freight cars, or tons of freight per week. For passenger rail, indicators are number of trains, cars, or passengers.

b. Level of service improved, congestion reduced; or efficiency of freight service improved

For highways, this refers to ease of traffic flow. To have an effect on traffic congestion, a project has to involve widening, intersection improvements, or other work beyond resurfacing. A design study will include engineering calculations of level-of-service (LOS) improvement, "E" being worst and "A," best. For transit, an example of improved efficiency is construction of park-and-ride lots, which provide a single loading point. For rail, higher speeds improve efficiency.

c. Number of modes provided for (multimodal) and linkages among different transportation modes (intermodal)

Multimodal refers to serving more than one mode. Examples are a highway improvement that is on a bus route, widens shoulders for bicycles, or fixes sidewalks; or an intersection project that adds pedestrian signals; or an industrial highway that includes rail improvements. Points can be given for number, quality, or importance of multiple modes. Intermodal refers to transfer of travelers or goods between modes. Examples are projects that improve pedestrian access to a transit stop, or bus access to a bike path, or a rail connection to a port. Terminals (including airports and ferry) and park-and-ride (or satellite) lots are by definition intermodal and multimodal. More points could be given for a greater number of connections, or for quality or importance of connections. Improved signage, unless part of a larger project, should receive credit in item 1f.

d. Regional scale and impact

Effect on more than one community is the measure. At the highest level are projects that affect the whole state or southeastern New England; for example, major highways (often, interstate), rail lines, or passenger or freight terminals. Next are projects such as a new bicycle path or reconstructed highway that passes through three or more communities. Projects that complete links between transportation facilities should score well. Projects that are entirely within one community or that are located in two communities but have a minor impact (e.g., road resurfacing) would score lower.

e. Mobility provided to transit users and people not using personal motor vehicles

This criterion relates to transportation service for people who are getting around without the use of a personal motor vehicle (i.e., using transit, bicycling, or walking) . Examples include transit service in areas with a low rate of auto ownership and bicycle/pedestrian facilities in areas with many students. The project data sheets make note of areas with low auto ownership: Census block groups that average less than 1.0 auto/household, 1990 (the statewide average was 1.67). The applicant should provide information on group, elderly, or student housing in the project area. This should encourage the use of alternate modes for those who currently rely on their own vehicles, as well as those who depend on alternate modes.

f. Improvement of user comfort, convenience, or information

This refers to increased ease of use or friendliness to travelers and applies to all modes. Examples are cutoff lighting fixtures, new bus shelters and information systems, and highway and intermodal information signs. For the walkers and bicyclists, this could include street furniture, plantings, traffic calming, or bike lanes that allow safer and more pleasant travel. The emphasis is on comfort, not efficiency, which is addressed in other criteria. (Related measures are reduced congestion, which should be credited in item 1b, and smoother pavement, which should be credited in item 2c.)

2. COST-EFFECTIVENESS

a. Capital cost in proportion to travel benefit (time, distance, or delay reduced, etc.) or economic benefit

This criterion gets at the scale of cost vs. the number of users benefiting. A project study may identify such measures. Otherwise, judgment has to be used to compare high, medium, or low cost against significant or minor improvement in travel. Projects that are hugely expensive, or save only a few minutes of travel time, or serve few people will tend to score low. Economic benefits can also be considered.

b. Project uses innovative and low cost alternative designs

Points can be awarded for inclusion of design features or materials that improve efficiency, performance, or durability/life expectancy. Examples may be new or innovative materials, use of stamped concrete rather than brick, or automation.

c. Utilization and preservation of existing infrastructure (including improvement in pavement condition and sidewalk surfaces), consideration of future maintenance, operating, and capital costs

A new facility would score low. High scores should be reserved for projects whose purpose is to restore facilities that are extremely dilapidated or unused and would be brought back to good condition and into active use, or projects that would have a notable effect in reducing maintenance costs. Most projects will score in the middle (typical road rehabilitation), according to needs to address pavement and other conditions. Based on the existing pavement condition rating provided by RIDOT, projects will be scored as follows: Failed condition = 5 points, Poor = 4 points, Fair = 3 points, Good = 2, Excellent = 0. In cases where RIDOT data is not available, this item will be scored subjectively. Negative points may be assigned to projects involving reconstruction of facilities that are less than 10 years old (e.g. built or re-constructed in past 10 years).

d. Potential to leverage federal transportation funds with other public or private investment

Points would be given if the project is proposed to be funded partly from other federal or state programs or from private sources. (Note that local share is covered in criterion 5b.) A suggested scale is:

>50% from other sources	5 points
25-49%	4 points
10-24%	3 points
5- 9%	2 points
1- 4%	1 point

e. Project scaled back to achieve cost savings.

This criterion can be used, most commonly, to give credit for proposals that scale back the cost of projects as once planned. More points can be given for more drastic cutbacks. A suggested scale is:

<10% of previous cost	5 points
10-25%	4 points
26-50%	3 points
51-75%	2 points
76-90%	1 point

3. ECONOMIC DEVELOPMENT IMPACT**a. Support of state-designated enterprise zones**

If a project is in an enterprise zone, it should get 5 points; if not, 0.

b. Creation or retention of jobs, as by improving access to employment centers

An employment center can be an industrial park or area, one very large industrial use, a downtown or village, a major institution such as a college or hospital, or other place that has a large number of employees. In the case of a developing industrial park, potential employment can be considered. Points can be given according to the relative amount of employment and the significance of the project in improving access. "Main Street" and village center projects should be scored higher than strip retail areas. Also includes improved transit, walking or bicycling infrastructure. Points may be deducted for projects that support the relocation of jobs to remote areas not accessible to public transit

c. Facilitating the movement of goods

For highways, one indicator is percent truck traffic. To give a sense of numbers, more than 8 percent is high, 5-8 percent is medium, and less than 5 percent is low. A high score can also be given to projects that have a special role for goods movement, such as any freight rail project or a project serving a freight terminal.

d. Encouraging tourism (enhanced access to historical, recreational, cultural, and scenic assets)

More points can be given to projects that improve transportation service or that support tourist use of such an area. Examples are projects improving a road to a beach, or improving pedestrian or transit access to a park, or contributing to the revitalization of a historical area.

e. Benefit to economically disadvantaged populations

The applicant should demonstrate not only that low-income individuals reside or work in the project area, but also that they will benefit from the proposed improvements. Other benefits may also be considered, such as neighborhood improvement in a low-income area. The project data sheets identify low-income areas as follows:

5 points:	Less than 50% of the state median income (very low)
3 points:	50%-80% of the state median income (low)
1 point:	81%-99% of the state median income (moderate)
0 points:	equal or greater than state median income

f. Results in rehabilitation of brownfield sites, reuse of a certified mill building(s), or is located in a state designated growth center.

A state designated growth center receives 5 points. Brownfield sites and mill buildings should be scored according to overall scope, quality, and project impact.

4. ENVIRONMENTAL IMPACT

a. Improves air quality (emissions reduced)

If a study has been done quantifying air quality impacts, points can be given for any positive impacts shown. (For typical highway projects, these will be very small.)

Benefits can be presumed from synchronizing traffic signals, providing bicycle/pedestrian facilities, increasing transit service, improving vehicle inspection-maintenance programs, or other projects that make auto travel more efficient, reduce trips or vehicle miles of travel (VMT), or have particular air quality significance (such as alternative fuel vehicles). Projects can receive negative points for adverse impacts.

b. Promotes energy conservation (consumption reduced, as by fewer trips or reduced vehicle miles of travel)

Projects such as some of those just listed above will also have energy conservation benefits. New structures (such as terminals or stations) that use green design methods, solar energy, etc. will have benefits. Projects can receive negative points for adverse impacts.

c. Improves water quality (pollution impacts reduced)

Road projects can benefit water quality, and projects impacting this resource should demonstrate improved drainage control. Impacts must be mitigated, especially if the affected water body is a drinking water source. Projects can receive negative points for adverse impacts.

d. Protection and enhancement of environmental resources

This covers a variety of resources not named in other criteria; for example, wetlands, wildlife habitat (by the use of “critter crossings”), floodplains, farmland. A project description should indicate existing natural resources and the measures taken to protect them. Projects can receive negative points for adverse impacts.

e. Preservation and enhancement of scenic and historic districts or viewsapes, or improvement of visual appeal

RIDOT has designated eight scenic roadways in the state. Scenic landscapes in Rhode Island have been inventoried by the Department of Environmental Management. Historic districts have been identified by the Historical Preservation and Heritage Commission and by local commissions. A project description should indicate whether such areas are enhanced. The emphasis here is on entire neighborhoods or vistas, not just individual sites. Points can also be given for projects that beautify an area; for example, by redesigning cluttered streetscapes or providing landscaping along a highway. This applies to areas that are presently unattractive or in need of improvement, not just to designated scenic and historic assets. Projects can receive negative points for adverse impacts.

f. Contribution to a greenways system

Greenways have been recommended in the state Greenspace and Greenways Plan and by local plans and groups. A project might contribute to a greenway by improving access to it, for example. Projects can receive negative points for adverse impacts.

g. Promotes walkability and bikeability of neighborhoods, retains community and quality-of-life values

This refers to projects that make a special effort not to cut through existing neighborhoods, cause residential and commercial relocation, or damage the character of a place. On the positive side, a project could enhance community cohesiveness or character by providing pedestrian facilities and streetscape improvements, and incorporating traffic calming techniques. Projects can receive negative points for adverse impacts.

h. Consistency with environmental justice for minority and low-income populations

Federal Executive Order 12898 requires federal agencies whose programs affect human health or the environment to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. Existing conditions and impacts should be taken into account. In transportation programs, an example would be new highway construction disrupting low-income neighborhoods or reconstruction of an existing facility that has negative impacts. Thought should also be given to less obvious effects, such as support of industrial or commercial projects that draw jobs out of inner-city areas, or disproportionate subsidy of suburban transit service. Projects can receive negative points for adverse impacts.

i. Improvement of urban or village centers and/or preservation of open space

This criterion gives credit to projects that strengthen existing urban areas, as opposed to encouraging growth in rural or open areas with new highway interchanges. Projects can receive negative points for adverse impacts.

The project data sheets give population figures for the city/town involved. Points can be given, in descending order, for projects that support revitalization of

- large cities (Providence, Warwick, Cranston, Pawtucket, East Providence -- all over 50,000 in 1990),
- smaller, old cities (Woonsocket, Newport, Central Falls),
- the urban "downtown" centers or villages of large towns (such as Bristol, Wickford, North Providence, Wakefield, Westerly, West Warwick -- all over 20,000),
- village centers of smaller towns.

5. DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLANS

a. Priority given by local government compared to other projects

The project data sheets give the local priority number in relation to the total (e.g., #1 priority = 5 points, #5 priority = 1 point). No points should be awarded if the city/town did not prioritize their projects.

b. Past commitment such as completion of studies or design and provision of local funding share

The project data sheets usually mention the status of studies or design. Points can be given on a scale ranging from no work (new project), to preliminary or planning studies, to Environmental Assessment, to Draft and Final Environmental Impact Statement (if applicable), to increasing percentages of design completed. Consideration can also be given to the extent/cost of study and design work invested.

Credit should be given if the city/town or sponsor offers to pay part of the cost of the project. More points would accrue for a greater share, ranging from design costs to the full non-federal match for design and construction (20 percent).

c. Linkage with other local projects

This refers to ways that the project and other local projects support each other. For example, points could be given if the transportation project complements urban revitalization efforts or is being coordinated with a sewer construction, recreation, "Main Street," or elderly housing project. The idea is that economies or increased benefits are desirable.

d. Cooperation among two or more municipalities

This criterion would come into play if two or more communities requested the same project or a linked project. More points could be given for evidence of active cooperation or for more than two communities' involvement.

e. Implements land use, housing, and other goals and policies of local comprehensive plans

It is required that projects be consistent with comprehensive plans. This criterion is to give credit where a project --beyond that -- carries out a specific recommendation of a comprehensive plan or is instrumental in achieving plan goals and policies. Zero to three points can be given according to the importance of the project in this regard. The locality should provide such information in its submission. Two additional points (for a total maximum of 5) can be awarded to communities with state approved comprehensive plans. Communities without a state-approved comprehensive plan may lose points.

f. Implements goals and policies of the state transportation plan and other State Guide Plan elements

Similarly, it is required that projects be consistent with the State Guide Plan; this is to give credit for the importance of a project in carrying out specific policies or recommendations. The applicant should cite specific goals and policies to receive maximum points.

g. Degree of public support

Points are awarded for projects that have received significant public support. This refers not to local government support but to support from the general public, the business community, or public-interest groups. Projects with public opposition may lose points. The scorer should differentiate between isolated “NIMBY-ism” or widespread opposition.

6. SAFETY, SECURITY AND TECHNOLOGY

a. Corrects a significant safety problem or enhances safety

5 points: project addresses safety in a segment / intersection where there are annual fatalities (applicant should provide summary data)

1-4 points: project addresses safety in a segment / intersection where there have been fatalities and other injuries based on quality of data (i.e. crash data vs. anecdotal)

0 points: no safety or crash data provided

negative points: project undermines safety or creates new hazards

b. Improves walking and bicycling safety on routes to schools and other public facilities, especially for children and the elderly

5 points: top priority project identified in a community Safe Routes to School study

3-4 points: identified in comprehensive plan or other planning study

1-2 points: not identified in a study but demonstrates safety benefits

0 points: does not improve safety of walking / bicycling routes to facilities

negative points: project undermines safety or creates new hazards

c. Improves evacuation route (hurricane or otherwise) [map not yet available]

5 points: improves traffic flow on major designated hurricane evacuation route in high hazard / high population area

3-4 points: improves traffic flow on secondary evacuation roads or lower risk / lower population area

1-2 points: improves route to inland shelter

0 points: does not serve evacuation route or shelter

negative points: project allows for increased development in flood hazard areas or increases congestion on evacuation route

d. Improves diversionary route for Interstates and other major highways [see Emergency Response Network map in Transportation 2025]

5 points: improves traffic flow on designated diversionary route with Interstate AADT >125,000

3-4 points: improves traffic flow on designated diversionary route with Interstate AADT >75,000

1-2 points: improves traffic flow on designated diversionary route with Interstate AADT <75,000

0 points: not on a designated diversionary route

negative points: project increases congestion on diversionary route

e. Serves hospital or other public safety facility

- 5 points: project serves a hospital on Emergency Response Network map or multiple public safety facilities
- 1-4 points: project serves other hospitals or public safety facilities
- 0 points: no public facilities are served
- negative points: project impedes access or increases congestion in and around public safety facilities

f. Improves security of a critical asset or system

- 5 points: project is on STRAHNET (Strategic Highway Network); protects bridges or reservoirs
- 3-4 points: hardening (blast-proofing) of infrastructure, passenger screening systems
- 1-2 points: fencing or surveillance of passenger or freight terminal
- 0 points: does not improve security
- negative points: hinders security or creates a vulnerability or new risk

g. Enhances Intelligent Transportation System network

- 5 points: provides hardware and / or monitoring equipment to implement Rhode WAYS Strategic Deployment Plan or RIPTA ITS Plan (bus fareboxes, vehicle locators, etc.)
- 1-4 points: installation of fiber-optic cable on off-system highway; enhances dissemination of information; provides for shared use of equipment already in place
- 0 points: no ITS elements are part of the project
- negative points: project is on a RhodeWAYS route that calls for ITS equipment, but equipment not provided

**State Planning Council**

One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RISPP Staff Use Only
Project ID Code

TRANSPORTATION IMPROVEMENT PROGRAM

Project Proposal form
Sheet 1 of 3

PROJECT PROPOSAL FORM

**Do not use this form for Resurfacing or
Enhancement Projects**

I PROPOSER INFORMATION

Submitted by
Street Address
Street Address
City
Contact person
Phone
Email Address

	RI ZIP
	Title

II PROJECT INFORMATION

Project title				
Location by street name:				
Project limits	From:	To:		
Local priority: (if submitted by a city or town) Proposal number			of a total of proposals	
Is this a regional project?	Yes	No		
Communities:				
Project type: (Check only one)	Bicycle/Pedestrian	<input type="checkbox"/> Yes	Highway	<input type="checkbox"/> Yes
	Traffic/Safety	<input type="checkbox"/> Yes	Intermodal	<input type="checkbox"/> Yes
	Study and Development (all new projects)		<input type="checkbox"/> Yes	
	Congestion Mitigation/Air Quality (CMAQ)		<input type="checkbox"/> Yes	
	Other			
Described proposed action:				
Describe need for proposed action and benefits for mobility:				
Daily volume of traffic, passengers, or freight served		Number of through lanes		
Safety problems or accident data				
Intermodal or multimodal aspects				
Area with low rate of vehicle ownership?	<input type="checkbox"/> Yes	<input type="checkbox"/> No		

II PROJECT INFORMATION (Continued)

Project Proposal form
Sheet 2 of 3

Environmental benefits of the project. Include size and nature of place served, nearby resources, impacts on air and water quality, and other information you feel is important

Economic impacts of the project. Include relationship of project to community development initiatives

Level of rail service

Enterprise Zone

Yes

No

Serve employment center (Describe below) ☐ Yes ☐ No

Percent truck traffic

Describe support of proposed project for local and state goals and plans. Include references to local comprehensive plan(s), State Guide Plan, and other state plans:

Additional relevant information not provided elsewhere which should be considered in the review of this project.

III Project Support and Financial Information

Have there been past studies of this project? ☐ Yes ☐ No

If the proposer has completed feasibility, planning, or design studies of the proposal please describe below.

--

Complete this section only if a study has been done

Estimated Project Cost	ROW	Study	Design	Construction	
Total Cost of Project including Right of Way, Study, Design and Construction:					
Amount being requested through the TIP process for this project:					
Is funding from other sources to be committed to this project? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Source:					Amount
Source:					Amount
Source:					Amount
Source:					Amount
Source:					Amount
Source:					Amount
					Total
Percent of project cost from other sources:					
Percent of project cost from TIP process:					

IV Project Public Input

For proposals submitted by a city or town government:

A local public hearing to consider the proposal was held on: (date)

For proposals submitted by organizations or entities other than cities/towns/state:

A letter of support from city/town municipal chief executive or planning director is attached

☐ Yes

Resurfacing Project forms must be submitted no later than **4:00 p.m. February 4, 2005** to:

RI Statewide Planning

Att'n: Katherine Trapani, Supervising Planner

One Capitol Hill

Providence, RI 02908

For further information contact Katherine Trapani at katherinet@mail.state.ri.us or at 222.6479



State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RISPP Staff use only
Project ID Code

TRANSPORTATION IMPROVEMENT PROGRAM

RESURFACING PROJECT FORM

Sheet 1 of 1

I PROPOSER INFORMATION

Submitted by			
Address			
Address			
City		RI	Zip
Contact Person		Title	
Email		Phone	

II PROJECT INFORMATION

Project Title			
Communities:			
Location: Attach an 8 1/2" by 11" location map of the community and indicate project location			
Location: Attach an 8 1/2" by 11" location map of the site and indicate project limits			
Project limits	From:		To:
Describe Proposed Action:			

III PROJECT SUPPORT

Local priority: (if submitted by a city or town)

This proposal is of a total of resurfacing proposals submitted

IV PROJECT PUBLIC INPUT

For proposals submitted by a city or town government:

A local public hearing to consider the proposal was held on

For proposals submitted by organizations or entities other than cities/towns/state:

A letter of support from city/town municipal chief executive or planning director is attached

☐ Yes

Resurfacing Project forms must be submitted no later than **4:00 p.m. February 4, 2005** to:

RI Statewide Planning
Attn: Katherine Trapani, Supervising Planner
One Capitol Hill
Providence, RI 02908

For further information contact Katherine Trapani at katherinet@mail.state.ri.us or at 222.6479

APPENDIX B

PUBLIC WORKSHOPS



TRANSPORTATION IMPROVEMENT PROGRAM and TRANSPORTATION ENHANCEMENTS FFY 2006-2007

TIP WORKSHOPS

NORTHWEST RHODE ISLAND

Wednesday, November 10, 2004
Blackstone Valley Visitor Center
175 Main Street, Pawtucket
1:00 to 5:00 pm

METRO AREA

Tuesday, November 16, 2004
Marriott Hotel
1 Orms Street, Providence
6:00 to 10:00 pm

Workshop format:

*The first two hours
will be devoted to
general TIP project
information.*

*The latter two hours
will be devoted to
Enhancement
Projects*

EAST BAY

Thursday, December 2, 2004
Marriott Hotel
25 America's Cup Avenue, Newport
1:00 to 5:00 pm

SOUTHERN RHODE ISLAND

Wednesday, December 8, 2004
Holiday Inn
3009 Tower Hill Rd., South Kingstown
1:00 to 5:00 pm

Please call RIPTA at 784-9500 for bus route information. For more information regarding the workshops, please contact Katherine Trapani at 222-6479 or katherinet@mail.state.ri.us or Tom Queenan at 222-4203, ext 4239 or tqueen@dot.state.ri.us. Individuals requiring any accommodation for disabilities should notify Ms. Patricia Greene at 222-7901 at least 48 hours prior to the meeting.

APPENDIX C

PUBLIC HEARINGS



**STATE PLANNING COUNCIL
Statewide Planning Program**

PUBLIC NOTICE

**PUBLIC HEARINGS TO RECEIVE
PROPOSALS FOR THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FY 2006-2007**

The State Planning Council is developing the Transportation Improvement Program (TIP) for federal fiscal years 2006-2007. The TIP is a multi-year program of highway, bicycle, pedestrian, Enhancement, Congestion Mitigation/Air Quality, transit, and rail freight projects that are eligible to receive federal funding. Any municipality, organization, or individual may submit project proposals. Project proposal forms and other information are available upon request by contacting the Statewide Planning Program at (401) 222-1233. Information is also available via the Statewide Planning Program's website at www.planning.state.ri.gov.

Project proposals must be presented at one of four public hearings (dates, times, and locations are listed below). Project proposal forms (8 copies) must be received by the R.I. Statewide Planning Program, One Capitol Hill, (fourth floor) Providence, RI 02908 no later than 4:00 p.m., Friday, February 4, 2005.

Public hearings have been scheduled for the following dates, times, and locations to accept proposals and comments regarding the preparation of the Transportation Improvement Program for FY 2006-2007:

**Monday, January 31, 1:00 p.m.
Middletown Public Library
700 West Main Road
Middletown, RI**

**Wednesday, February 2, 1:00 p.m.
North Kingstown Free Library
100 Boone Street
North Kingstown, RI**

**Tuesday, February 1, 6:30 p.m.
Cumberland Public Library
1464 Diamond Hill Road
Cumberland, RI**

**Friday, February 4, 1:00 p.m.
RI Department of Administration
Conference Room A, second floor
One Capitol Hill
Providence, RI**

All hearing locations are accessible to individuals with disabilities. Individuals requesting assistance should contact Ms. Patricia Greene at (401) 222-1220 at least 48 hours prior to the scheduled start of a hearing. Public transit schedule information for hearing locations is available from RIPTA at (401) 784-9500 or www.ripta.com.

(signed)

**John P. O'Brien
Secretary, State Planning Council**

December 23, 2004

TRANSPORTATION IMPROVEMENT PROGRAM FY 2006-2007



State Planning Council Transportation Advisory Committee

Public Hearing Schedule

***All project proposals must be presented at one
of the following public hearing locations:***

For more information, please contact Katherine Trapani
at 222-6479 or katherinet@mail.state.ri.us.

Please call RIPTA at 784-9500 for bus route information.

Individuals requiring any accommodation for disabilities should notify
Ms. Patricia Greene at 222-1220 at least 48 hours prior to the meeting.

EAST BAY

Monday, January 31, 2005, 1:00 pm
Middletown Public Library
700 West Main Road, Middletown

NORTHWEST RHODE ISLAND

Tuesday, February 1, 2005, 6:30 pm
Cumberland Public Library
1464 Diamond Hill Road, Cumberland

SOUTHERN RHODE ISLAND

Wednesday, February 2, 2005, 1:00 pm
North Kingstown Free Library
100 Boone Street, North Kingstown

METRO AREA

Friday, February 4, 2005, 1:00 pm
RI Department of Administration
Conference Room A, second floor
One Capitol Hill, Providence

APPENDIX D
PUBLIC REVIEW OF DRAFT TIP

STATEWIDE PLANNING PROGRAM
Rhode Island Department of Administration
One Capitol Hill
Providence, RI 02908-5872

MEMORANDUM

TO: Municipal Chief Executives

SUBJECT: Draft Transportation Improvement Program (TIP) FY 2006-2007

DATE: May 31, 2005

Enclosed for your information and review is the draft TIP for federal fiscal years 2006-2007. The TIP is the State's short-term program of transportation projects that will be eligible for federal funding. This document is also available at <http://www.planning.ri.gov/tip/web.pdf>. Two public hearings on the draft TIP are scheduled for Thursday, June 30, 2005. Please see the attached notice.

The TIP was prepared according to State Planning Council Rule IX "Transportation Planning and Public Involvement Procedures." The Council's Transportation Advisory Committee (TAC) played a key role in shaping the TIP recommendations.

Local officials also played an important role in developing the TIP. Cities and towns were informed of the opportunity to submit their project proposals and were invited to attend one of four regional workshops to better understand the TIP process. Four public hearings were held to receive TIP proposals and hear public comment. The TAC, working through a series of subcommittees, evaluated 137 project proposals. A summary of all TIP proposals received and the subcommittees' recommendation is enclosed for your reference. In addition, the Transportation Enhancement Advisory Committee evaluated over 100 proposals, and their recommended program is anticipated by June 10. Please check our website for this and other supplementary information.

Your comments on the draft TIP are requested on or before June 30, 2005. The comment period for the Enhancement Program will run until July 11, 2005.

After the public hearings, the State Planning Council will review all oral and written comments received, consider any revisions, and adopt a final TIP. After that, the TIP is to be recommended by the Governor to the Federal Highway Administration and Federal Transit Administration for approval.

Thank you for your assistance in developing the TIP. If you have any questions, please call me at 222-5772 or Katherine Trapani, Supervising Planner at 222-6479.

John P. O'Brien
Chief, Statewide Planning

Enclosures (3)

cc: James Capaldi, RIDOT; Al Moscola, RIPTA

STATE PLANNING COUNCIL
STATEWIDE PLANNING PROGRAM
RHODE ISLAND DEPARTMENT OF ADMINISTRATION
One Capitol Hill
Providence, RI 02908-5870

PUBLIC NOTICE

**PUBLIC HEARINGS ON THE
D R A F T
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
for the STATE OF RHODE ISLAND
Federal Fiscal Years 2006-2007 (October 1, 2005 – September 30, 2007)

The Rhode Island State Planning Council will conduct two public hearings to accept comments on the draft Transportation Improvement Program (TIP) for the State of Rhode Island for FFY 2006-2007.

The Transportation Improvement Program (TIP) is a multi-year program that schedules over \$500 million in federal and state transportation system investments, which support implementation of the Surface Transportation Element of the State Guide Plan. Projects include highway and road construction and resurfacing; bicycle and pedestrian projects; rail and bus projects and programs; transportation projects designed to improve air quality and reduce congestion; projects to improve traffic flow or safety; and transportation projects that enhance the environment and communities. The TIP is updated every two years in accordance with federal requirements and the State Planning Council's Rules, and following an extensive public outreach process.

The draft TIP is available for review at the R.I. Statewide Planning Program office, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday and at the Program's website at www.planning.ri.gov. A copy may also be obtained by calling (401) 222-7901.

The dates, times and locations of the public hearings are as follows:

**Thursday, June 30, 2005
1:00 P.M.
RI Dept. of Administration
Conference Room "A"
2nd floor
One Capitol Hill
Providence, RI**

**Thursday, June 30, 2005
6:30 P.M. as part of the
Transportation Advisory Committee Meeting
RI Dept. of Environmental Management
Room 300
235 Promenade Street
Providence, RI**

The hearing locations are accessible to handicapped persons. Those requiring any accommodation for disabilities must notify Ms. Patricia Greene at (401) 222-7901 not less than 48 hours in advance of a hearing.

All persons may present their views on the draft document in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council. Written statements may be mailed to John O'Brien, Chief, RI Statewide Planning Program, One Capitol Hill, Providence, RI 02908, or submitted at a hearing. ***All comments must be received before the close of the public hearings on June 30, 2005. The comment period for the Enhancement Program will run until July 11, 2005.***

John P. O'Brien
Secretary
State Planning Council

**May 24, 2005
To be published May 31, 2005**

**R.I. STATEWIDE PLANNING PROGRAM
STATE PLANNING COUNCIL
One Capitol Hill
Providence, RI 02908**

**PUBLIC REVIEW
of the
Draft
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
for the State of Rhode Island
Federal Fiscal Years 2006 – 2007
(October 1, 2005 – September 30, 2007)**

***REPORT ON PUBLIC HEARINGS HELD JUNE 30, 2005:
SUMMARY OF COMMENTS RECEIVED,
WRITTEN COMMENTS,
AND STAFF RESPONSES TO COMMENTS***

NOTE: Attachments 2 and 3 are on file at the Statewide Planning Office.

Prepared July 20, 2005

I. Overview of Public Involvement Efforts

The *Transportation Improvement Program*, or *TIP*, is a multi-year program approved by the State Planning Council that directs over \$500 million in federal and state transportation infrastructure investments. Upon approval, the draft TIP under consideration will cover the period October 1, 2005 through September 30, 2007.

The process of developing the draft TIP began in October 2004 with a solicitation and extensive public outreach effort, which reached over 750 people on the Program's Transportation mailing list. Proposal applications were sent to each city and town and the Narragansett Indian Tribe. Public newspaper notice in the Providence Journal and local papers was also given of the opportunity for local officials and the public to propose projects. The Statewide Planning Program, with RIDOT and RIPTA, held four workshops for local officials and the public in November and December to explain the TIP process. The Statewide Planning Program and the Transportation Advisory Committee (TAC) held four public hearings throughout the state in January and February 2005 to receive proposals. 137 proposals were received from 31 cities and towns, three state agencies, two regional agencies, one citizen, and three private entities.

The TAC in six subcommittees reviewed proposals during March and April using criteria adopted by the State Planning Council. The scoring system awarded up to 20 points in each of six major categories (mobility benefits, cost-effectiveness, economic development impact, environmental impact, degree of support to local and state goals and plans, and a new category entitled "safety/security/technology"). The subcommittees held two or three public sessions each to evaluate, score and rank the proposals. Staff from Statewide Planning and RIDOT provided technical input and organizational assistance to the subcommittees. In addition, the Air Quality/Transportation Subcommittee received 13 proposals for Congestion Mitigation/Air Quality (CMAQ) funding.

Projects were solicited separately by RIDOT for the Transportation Enhancement Program. The Transportation Enhancement Advisory Committee (TEAC) scored 112 proposals. At this time, the TEAC and RIDOT have recommended continuing the projects listed in the current TIP. When the list of new projects is released, the new projects will be added by amending the TIP. Another public hearing will be held at that time.

The TAC subcommittees presented their reports with scored and ranked proposals to the full TAC on April 28. Statewide Planning and RIDOT staff prepared a draft TIP including as many highly ranked projects as possible within the fiscal constraints of the TIP. Without a 6-year federal funding bill passed by Congress, the TIP is generally being programmed to the anticipated funding level as shown in the long-range transportation plan for the next two years, except where funds are being carried forward from previous years or where programmed funds are listed as not allocated.

The TAC accepted the draft TIP FFY 2006 – FFY 2007 with some changes on May 26 to forward to the State Planning Council for the purpose of a public hearing. The draft TIP was posted on the website and distributed to cities and towns. The draft TIP was presented and

reviewed at the June meetings of the Technical Committee and State Planning Council, and was accepted by the Council on June 9th for Public Hearings on June 30, 2005.

II. Report on Public Hearings

In early June, notice of public hearings on the draft TIP and of the opportunity to submit comments were mailed to the chief elected officials, public works directors, and planning officials of all municipalities in the state, and to more than 400 persons, agencies, and groups who had requested such notice or were thought to be interested. Notice of the hearings was also published in the *Providence Journal* on May 31, 2005. Copies of the draft TIP were made available on request, and the draft was also posted to the Statewide Program's website for public review. Two public hearings were conducted on June 30, 2005 on the draft TIP in accordance with the Rules of Procedure adopted by the State Planning Council and with Chapter 45-35 of the General Laws, the Administrative Procedures Act. Over 52 persons registered for one or both of the hearings (excluding Statewide Planning and RIDOT staff). (See Attachment 1). At its June 30th meeting immediately following the public hearing, the TAC voted to approve the draft TIP with several changes based upon public comments at the hearings and TAC discussion. Following the close of the written comment period on June 30th the draft will be further revised and presented to the State Planning Council for approval at its August 11th meeting. The comment period for the Enhancement Program closed July 11.

a. Opening Statements (see Attachment 3)

George Johnson, Secretary for the Transportation Advisory Committee (TAC) opened the Public Hearings for the afternoon and evening sessions. Mr. Johnson began with a short introduction of the Transportation Improvement Program (TIP). Katherine Trapani, Supervising Planner of the Transportation Planning Section of the RI Statewide Planning Program explained the public outreach process as well as the project solicitation, workshops, public hearings to accept the proposals and the evaluation phase by the TAC subcommittees and the full committee. Mr. Johnson then explained the rules and procedure for the public hearings.

b. Summary of Comments Received and Response

The following summary reflects the comments received at the public hearings as well as inclusion of written comments received by the Statewide Planning Program through the close of the comment period on July 11, 2005 (see Attachment 2). Oral comments are summarized; written comments are summarized and also included in full in Attachment 2. Following each comment, a response from Program staff is provided in italics.

Public Hearing Thursday, June 30, 2005: Afternoon session starting 1 p.m.

1.) Wolfgang Bauer, West Warwick Town Manager (Oral statement; supplemental material submitted for review and return)

Wolfgang Bauer said that a proposal application for East Greenwich Avenue was submitted by the town and did not make the TIP. He stated that the road has serious drainage, geometry, volume, and speed issues; a near fatal accident occurred there. Mr. Bauer stated that the proposal was submitted as the Town's top priority. A report and plans were submitted to the

Secretary to be returned to the town. The Town indicated a willingness to swap Church Street with East Greenwich Avenue and to pay for the Study and Design of the project (they did some of it).

Response: *This project was actually submitted by the Town of West Warwick as its second priority. The first priority, Church Street, has been included in the draft TIP in the Study and Development section. Besides being the Town's first priority in the application, Church Street scored higher by the Metro subcommittee than the East Greenwich Avenue proposed project. Another project that did not make the Study and Development list scored in between Church Street and East Greenwich Avenue. The Church Street project fairly placed in the application process. The Town can do the Study and Design for the project as they offered to do and submit the application again with the additional information at the next TIP cycle.*

2.) Peter Calci, Jr., West Warwick Town Council, Ward 5 (Oral statement)

Peter Calci who has lived on East Greenwich Avenue since 1976 spoke to the need for the East Greenwich Avenue proposed project, citing safety, sight distance, drainage problems and utility poles. He said that he represents the Ward including East Greenwich Avenue. It is an extremely busy street, acting as a hub. 1,000 homes were added in a 1 ½ mile radius with hundreds of children on the street. He would prefer the East Greenwich project to Church Street. Dr. Robert Quigley, TAC member, asked if this was the first time the project was submitted. Mr. Calci answered that this was the first request.

3.) Greg Gerritt, Providence resident (Oral statement)

Spoke in favor of funding for rail, transit, bicycle, and pedestrian projects. He walks in downtown Providence a lot and recommends funding the Providence Downtown Sidewalks project. Mr. Gerritt is especially in favor of a Pawtucket Train Station.

Response: *Comment noted.*

4.) David Fernandes, Assistant to Mayor of Cumberland (Oral statement; pictures submitted)

Representing the Mayor of Cumberland, David Fernandes spoke in favor of Diamond Hill Road/High Street Resurfacing and Sidewalk Project. He said that the road has not been redone probably since the 1940's; there is a lot of traffic now. They have received numerous requests from residents for sidewalks for High Street.

Response: *Project is included in Pavement Management Program for evaluation by RIDOT.*

5.) Barry Schiller, Sierra Club, RI Chapter (Oral statement)

Although he is also a TAC member, Barry Schiller spoke on behalf of the Sierra Club as Transportation Chairman, RI Chapter. He said that the current policies increase auto dependency, sprawl, and gasoline consumption. Money from increased gasoline use flows out of state and is not available for investment here. More funding dedicated to CMAQ, Bike/Ped, and the improvement of traffic flow (traffic light coordination) is needed. He spoke against the new Quonset Freeway, old Jamestown Bridge demolition, and the proposed studies for Interstate (I-95 & I-295) widening. Mr. Schiller also feels that Route 44 in Smithfield should be sent back to Study and Development in the TIP (it is scheduled for funding in the next TIP). He believes some highway spending should be cut to shift funds to bike/pedestrian, traffic signalization

projects and Enhancements. He stated that the Bike/Ped funding in 2001 was about \$23 million. In the TIP it is \$15 million. New Enhancement projects are not included.

Response: *The program allocates funds generally consistent with the long-range plan. Any funding increases that may result from TIP re-authorization will be considered through an amendment to the TIP; this would be the vehicle to consider any increase in categories.*

6.) Peter Moniz, resident Tiverton (Oral statement)

Spoke in favor of the Tiverton Bike Path; hoping it would be put on the fast track since it was already studied. Mr. Moniz hopes it can go directly into the design stage. Another reason to act quickly is that people may be encroaching on the right-of-way. This would be the least expensive segment between Fall River and Newport.

Response: *Peter Moniz as a private citizen wrote an impressive project proposal application for a (Tiverton) Sakonnet River Bike Path. His proposal was endorsed by the Town of Tiverton and has been put in the draft TIP Bicycle/Pedestrian Study and Development section as a combined project with a proposed Aquidneck Island Bike Path. Both paths are listed in the TIP as "Aquidneck Island/Tiverton Bike Path".*

7.) Heather Florence, Friends of India Point Park (Oral statement)

Heather Florence spoke in favor of keeping the India Point Park Visitor Center Enhancement project in the TIP. The exact location in the park depends on where the I-195 relocation is situated. She also spoke in favor of the Boat Ramp Enhancement Project.

In addition, Ms. Florence spoke as a Providence resident in favor of the proposed pedestrian bridge on the I-195 piers.

Response: *The Visitor Center is included in the Enhancement portion of the TIP for implementation in FY 2007. The list for the new Enhancement projects has not yet been released. The proposed Providence I-195 Pedestrian/Bike Bridge is included in the Bike/Ped Study and Development section of the draft TIP.*

8.) John Perkins, Tiverton resident (Letter read into the record – see Attachment 2)

Mr. Perkins asked that his letter be read into the record (see Attachment 2 for letter addressed to David Souza, Tiverton Town Administrator from John Perkins and Nancy Driggs re: Tiverton "Street Scape" Enhancement Project.) The written testimony is about design issues of Enhancement projects in Tiverton currently under design.

Response: *Note: the bike facility in this project that is the source of some controversy is not in the same project area as Mr. Moniz's project. Mr. Perkins should continue to work with RIDOT and Town officials on design issues. The TAC does not have the authority to make design decisions. Comments will be forwarded to RIDOT for consideration in design process.*

9.) Scott Avedisian, Mayor of Warwick (Letter received)

Mayor Avedisian expresses gratitude that the resurfacing of Airport Road has been scheduled for 2006 in the TIP and that the Post Road/Rte.37 ramp improvements have been included in Study and Development. He asks for reconsideration to include the Apponaug Circulator project in the TIP. The Apponaug Circulator project would solve a long-standing traffic problem in the center of Warwick. His other concern is the Warwick Neck Avenue Improvement project which has been included in the Pavement Management Section for

evaluation (including sidewalks on some segments). Warwick has hired the engineering firm of Garofalo & Associates to design the project in anticipation of the construction phase being included in the TIP to correct the problem of lack of adequate sidewalks and the roadway conditions. Mayor Avedisian hopes that the Warwick Neck Avenue project can be funded in the upcoming TIP cycle.

Response: *The Apponaug project scored well, but did not rank in the top 4 in that region. The Metro subcommittee of the TAC that reviewed the project recommended that if this project is accepted into Study and Development in the future various possible solutions to the problem should be studied to see whether better and less expensive solutions than the one submitted are possible. The project scored well due to positive walking, safety and urban/village development results but at a very high cost. Less expensive solutions may produce the same results. In addition, the project proposal includes changing the one-way traffic on the circulator to two ways. However, Post Rd. in front of City Hall is proposed to stay one-way with traffic calming measures added. It should be studied to see if two ways on this section would improve the situation. In addition, it must be determined whether any particular solution would make the circulator worse in other aspects. Therefore, it may be helpful to consider these options if Warwick submits an application for this project during the next TIP cycle.*

Warwick Neck Avenue Project: *In the Metro subcommittee report on this project the subcommittee noted that RIDOT and the City of Warwick have confirmed this project including fixing and construction of new sidewalks in part as eligible for the Pavement Management Program. RIDOT will prioritize the Pavement Management Program.*

10.) Diane Mederos, Bristol Town Administrator (Letter received)

Questioned whether Poppasquash Road Resurfacing project (to be implemented in 2007) includes the sea wall repair which is in serious disrepair, creating a public safety concern. The letter also hopes Broadcommon and Chestnut Street are evaluated for Pavement Management favorably.

Response: *Will request RIDOT to confirm whether or not sea wall repair is part of project's scope.*

Comment noted. This project is included in Pavement Management for evaluation.

11.) Richard Grant, R. B. Grant & Associates (Letter received)

Letter proposes a new regional project, a design study of this traffic corridor, to address the congestion in Kingston village around the University of Rhode Island.

Response: *RI Statewide Planning Program is unable to accept new proposals at this time for the FY 2006-2007 TIP. It is expected that the next project proposal solicitation will begin in the fall of 2006 for the FY 2008-2009 TIP. The TIP proposal process allows projects to be submitted by members of the public as long as support from town officials and consistency with the local comprehensive plan can be demonstrated. Cities and towns can submit regional projects that do not count against the municipal submission limits jointly.*

In the meantime, there is ongoing design work on Route 138 between Routes 2 and 108. The RI Department of Transportation hosts public informational meetings during the design phase where Mr. Grant can participate.

Public Hearing Thursday, June 30, 2005: Evening session starting 6:30 p.m.

12.) Judy Jones, Tiverton resident (Oral statement)

Comments were related to the design of an existing project, the Main Road Streetscape in Tiverton. Ms. Jones said that the plan takes away her parking lot, a commercial building with residential space. The project is to narrow the road to provide traffic calming with sidewalks installed. She is against the project. Mr. George Johnson, Secretary to the TAC, clarified that the role of the TAC is to put projects in the TIP. It does not get involved in the specifics of the design. Ms. Jones' fear is that the project is moving forward too fast without enough public input.

Response: These comments will be forwarded to RIDOT for their consideration. The TIP process deals with the selection of projects for funding. The TAC is not the proper forum to discuss design issues. Members of the community should continue to work with RIDOT and their local officials.

13.) Chee Laureanno, Tiverton resident (Oral statement)

Chee Laureanno owns a three family house and a commercial unit. Her comments were related to the same Tiverton Enhancement project (see #12 above). She was present at the Tiverton Town Council meeting when it was approved but was never shown the plan. There has been no notification about this project and felt the project was misrepresented. She asked if there would be an opportunity to discuss this with the Enhancement Committee. Mr. Johnson replied that these comments would be forwarded to RIDOT. Mr. Michael Wood, TAC member, asked if RIDOT could touch base with the community. Ms. Laureanno said the Town Council said they have not seen the plan.

Response: See response above to #12.

14.) Jennifer Tuttle, Program Coordinator, Sierra Club, RI Chapter (Oral statement)

Jennifer Tuttle stated that the Sierra Club supports projects that provide alternatives to cars. The TIP has a good CMAQ program and Bike/Ped Program but not enough funding in those categories. She supports the Aquidneck Island Bike Path. She spoke in opposition to any widening of interstate highways.

Response: Comments noted.

15.) Robert Goff, Downtown Neighborhood Alliance (Oral statement)

Testified in favor of Providence Sidewalk project. The Downtown Neighborhood Alliance works to get downtown Providence more livable. The sidewalks are used more now. Would like to see project moved from Bike/Ped Study and Development to construction in the TIP.

Response: The TAC discussed this project at length and decided that it belongs in Study and Development. It would not move along quicker if it were listed for implementation at this time. Portions of this project may be completed under the ADA Program.

16.) Mary Shepard, Public member of CMAQ committee (Oral statement)

Supports CMAQ Program. Noted that the TIP listed \$5 million for bridge design; asked what bridges are involved and how is the funding tracked for that item.

***Response:** \$5 million per year is the minimum required to sustain a \$30 million program. Regular reports are provided to the TAC.*

17.) Eugenia Marks, Director for Policy for Audubon Society of RI (Oral statement; submitted testimony)

Eugenia Marks stated that Audubon Society urges consideration of TIP projects: impact on global climate change, air quality, water quality, and sprawl and recommends projects that will diminish these impacts (see attached testimony). She believes the Bike/Ped program is under-funded, and the pedestrian infrastructure in the state is lacking. For example, sidewalks are needed on Rt. 5 (Cedar Swamp Road) in Smithfield. Transit needs more funding. She noticed that on Promenade Street in Providence one-half of the bike land is taken up with the storm drains, which is a hazard to bicycles. Additional bike lanes and paths would enhance transportation in the city.

Ms. Marks noted that although debt service is the largest single item in the TIP, the GARVEE bonding has reduced the overall debt and allowed for more projects to move forward. She also believes maintenance should come before new construction. Ms. Marks questioned where transit planning and interstate pavement management appears in the TIP. She stated that RIPTA route changes were made without notification, which was detrimental to riders.

***Response:** The program allocates funds generally consistent with the long-range plan. Any funding increases that may result from re-authorization will be considered through an amendment to the TIP. Transit planning appears as a line item on page 24 of the public review draft. Interstate pavement management is accomplished thru the interstate program on page 10 in the draft TIP.*

18.) Frank Latorre, Providence Downtown Improvement District (Oral statement)

Frank Latorre testified in favor of the Providence Sidewalk project in Bike/Ped Study and Development. Many sidewalks are unsafe which can cause people to fall. He represents a new organization that provides safety, maintenance, and beautification to downtown area in conjunction with the Public Works Department. The Downtown area is a high growth area. Mr. Dan Baudouin, TAC member, stated that he would like the project accelerated to the construction phase.

***Response:** See #15 above.*

19.) Charles Meyers, President Park Row Properties Ltd/Metropark (Oral statement and letter)

Charles Meyers is the owner of the Providence Train Station Parking Garage. He stated that the garage roof and plaza (Providence city property) needs to be rebuilt. He submitted a letter (see Attachment 2), which details several unsafe conditions. Remedy of this was submitted as an Enhancement project, but they were told by RIDOT that it would not be funded. RIDOT advised them to try to get the project in as a TIP project in another program. Linda Painter, TAC member representing Providence, said that normally this project would have been removed from the Enhancement Program and sent to the proper TIP subcommittee.

***Response:** The TAC discussed this project at length. As the new Enhancement Projects have not yet been released by RIDOT, it is inappropriate to consider this project.*

20.) Catherine Ady, City Planner, Woonsocket (Oral statement and letter)

Requested that the TAC reconsider the Woonsocket commuter rail study, which was not included in the TIP. Train service is consistent with the travel Corridor Planning Initiative (Blackstone Valley Vision Statement), and the long-range transportation plan. She would like to see an extension of passenger rail especially from Franklin, Massachusetts to Woonsocket.

Response: *The State is concentrating its efforts on South County Commuter Rail at the present time, but Woonsocket should continue to develop this concept further for consideration in a future TIP.*

21.) John Nickelson, Providence Director of Public Works (Oral statement)

John Nickelson requested that the Providence Sidewalk project in Bike/Ped Study and Development section be moved to construction. The City has provided RIDOT with a list of streets. Because people are falling and getting hurt he would like the project done very soon.

Mr. Nickelson also requested that the Train Station Plaza be included in the TIP as it was not approved for Enhancement funding.

Response: *See response for #15 above. See response for #19 above.*

22.) Bob Votava, DOT Watch (Oral statement)

Bob Votava testified in favor of bike paths and sidewalks, especially projects that provide connections to other facilities such as bike paths connecting to existing ones. In many cases sidewalks to bike paths do not exist. He is in favor of “fix-it-first” projects. Mr. Votava spoke in opposition to interstate widening. He also noted that local zoning regulations do not always require pedestrian access to property, resulting in development that is very unfriendly to pedestrians. For example, the only way to enter University Plaza in Providence as a pedestrian is to walk in an automotive lane.

Response: *Comments are noted.*

23.) Filomena Lupo, Providence resident (Oral statement)

Testified in support of pedestrian and transit projects and commuter incentives. Improving coordination of the schedules of the buses and trains is essential. Projects that encourage growth of single occupant vehicles should be the lowest priority.

Response: *Comments are noted.*

24.) Beshka Candelavia, Bike Downtown, Groundwork Providence (Oral statement)

Testified in support of the CMAQ program and projects. She would like the biking infrastructure improved in Downtown Providence.

Response: *Comments are noted.*

25. Karen Salvatore, North Kingstown resident (Oral statement)

Testified in support of the Wickford Junction Bike Path spur. She noted that there was some opposition by abutters. In other bike paths such as the East Bay bike path in Barrington, values have increased for abutters after the bike path is built. She noted that Route 1 is not suitable for bicyclists. Bike paths on busy roads are not good but bike paths in general are important for tourism and the economy.

Response: *The Town of North Kingstown requested that the Wickford Junction spur which is in the FY'03 – '05 TIP be removed from the TIP, and submitted a Route 102 Corridor Management proposal with on-road bike lanes as an alternative. That proposal did not make it into the draft FY '06 – '07 TIP. The Post Road project in North Kingstown (Maxwell to West Main) will consider bicycle travel from Wickford to Quonset.*

26. David Cicilline, Mayor of Providence (Letter received)

Letter re: Providence Railroad Station Plaza Deck, which was submitted as a restoration and repair project to the Enhancement Program. (See comments #19 and #21.) Letter cites the deterioration of the deck and asks for consideration of the project under other available areas of the TIP. Because of the direct relationship to rail passenger access, etc. it may make it in part eligible for funding related to mass transit and/or to the CMAQ program. Much of the work is directly related to pedestrian traffic and will include improvement to sidewalk and ramp areas improving handicapped accessibility.

Response: *See #19 above. At its June meeting after the Public Hearing, the TAC passed the following motion: **The Transportation Advisory Committee (TAC) requests RIDOT to work with the City of Providence on means to address the rehabilitation needs of the downtown Providence Train Station Plaza Deck and to return to the Committee with recommendations as soon as possible.***

Attachment 1:

List of Registered Attendees at Public Hearings

ATTENDANCE FOR PUBLIC HEARING JUNE 30, 2005 AFTERNOON SESSION

RI Dept. of Administration, Conference Room "A"

One Capitol Hill

Providence, Rhode Island

SIGN IN/ RECORD OF ATTENDANCE

Record of Speakers

Wolfgang Bauer, West Warwick Town Manager

Peter F. Calci, Jr., West Warwick Town Council, Ward 5

Greg Gerritt, Providence resident

David Fernandes, Assistant to Mayor of Cumberland

Barry Schiller, Sierra Club

Peter Moniz, Tiverton resident

Heather Florence, Friends of India Point Park, Providence resident

John Perkins, Tiverton resident

Others in Attendance

Craig Showstead, Acting Director, Cumberland Dept. of Public Works

Eugenia Marks, Director of Policy, RI Audubon Society

Ray Nickerson, South Kingstown Principal Planner

Dennis Szwec, Engineer, Town of Cumberland

Mary Lou Murphy, Project Manager, P&W Railroad Company

David Webster, Tiverton Public Works Director

Tom Wehl, Senior Planner, Beta Group Inc.

Amrita Hill, Smithfield Planning Director

Antonio Guimaraes, Intern, RI Statewide Planning Program

TAC Members Present

Fran Shocket (Chair)

Dr. Robert Quigley (Vice Chair)

Paul Reynolds

Robert Shawver

Barry Schiller

Henry Sherlock

Mark Therrien

Statewide Planning Program Staff Present

John P. O'Brien – Chief

George W. Johnson – Assistant Chief

Katherine Trapani – Supervising Planner

Michael Moan – Principal Planner

Ronnie Sirota – Senior Planner

ATTENDANCE FOR PUBLIC HEARING JUNE 30, 2005 EVENING SESSION
RI Department of Environmental Management
Room 300
235 Promenade Street
Providence, RI

SIGN IN/ RECORD OF ATTENDANCE

Record of Speakers

Judy Jones, Tiverton resident
Chee Laureanno, Tiverton resident
Jennifer Tuttle, Program Coordinator, Sierra Club, RI Chapter
Robert Goff, Downtown Neighborhood Alliance
Mary Shepard, Public member of CMAQ committee
Eugenia Marks, Audubon Society, RI Chapter
Frank Latorre, Providence Downtown Improvement District
Charles Meyers, President, Park Row Properties Ltd/Metropark
Catherine Ady, Woonsocket City Planner
John Nickelson, Providence Director of Public Works
Bob Votava, DOT Watch
Filomena Lupo, Providence resident
Beshka Candelaria, Program Manager, Bike Downtown, Groundwork Providence
Karen Salvatore, North Kingstown resident

Others in Attendance

Charles Hawkins, Senator Chafee's office
Pam Sherrill, Pare Engineering
Jennifer Riley, Providence Downtown Improvement District
George Redman, Oceanstate Bike Paths Association
Steven Baker, Maguire Group
Antonio Guimaraes, Intern, RI Statewide Planning Program

TAC Members Present

Fran Shocket (Chair)
Sue Barker
Dan Baudouin
Alan Brodd
Russ Chateaufneuf
Michael Cassidy
John MacDonald
Linda Painter
Paul Reynolds
Paul Romano
Barry Schiller

Robert Shawver
Henry Sherlock
Jane Sherman
Everett Stuart
Mark Therrien
Lee Whitaker
Michael Wood

Statewide Planning Program Staff Present

John P. O'Brien – Chief
George W. Johnson – Assistant Chief
Katherine Trapani – Supervising Planner
Walter Slocumb – Principal Planner
Ronnie Sirota – Senior Planner